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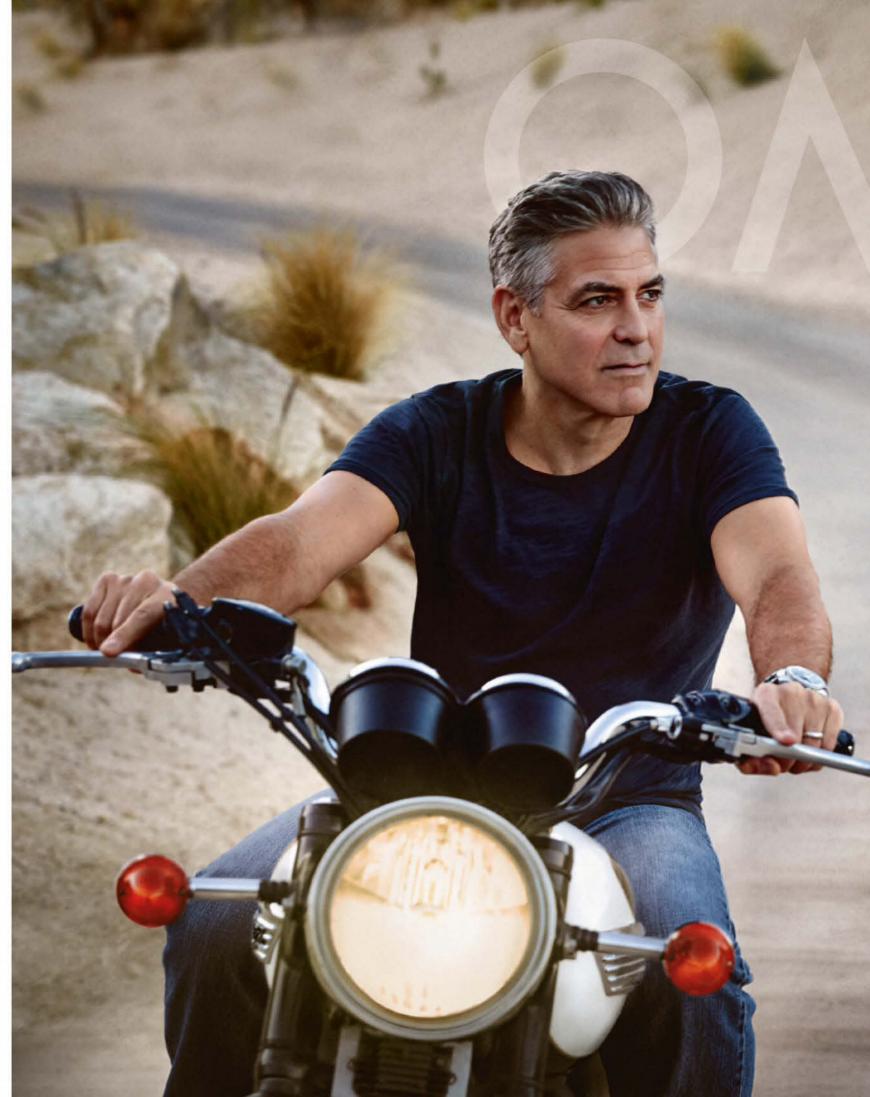












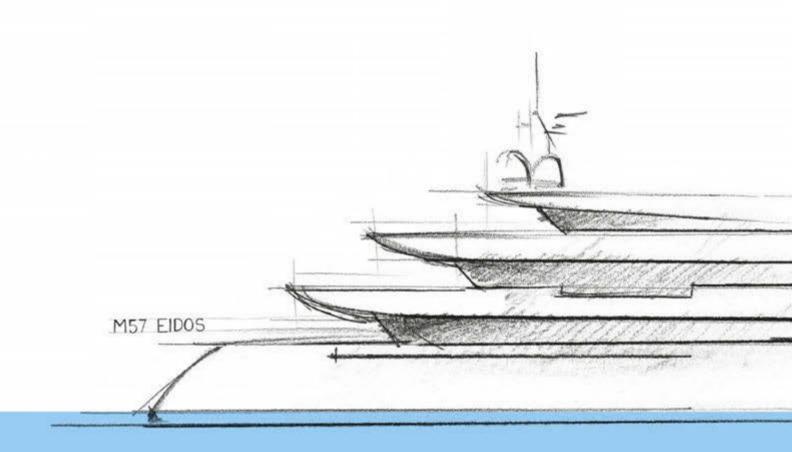


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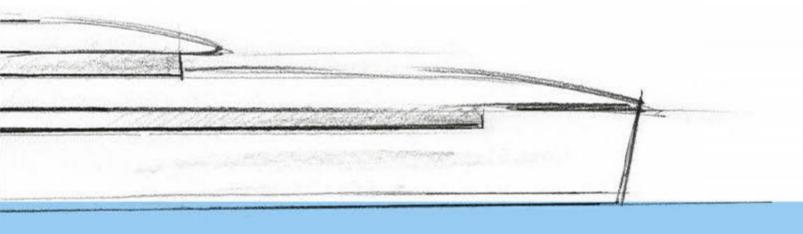
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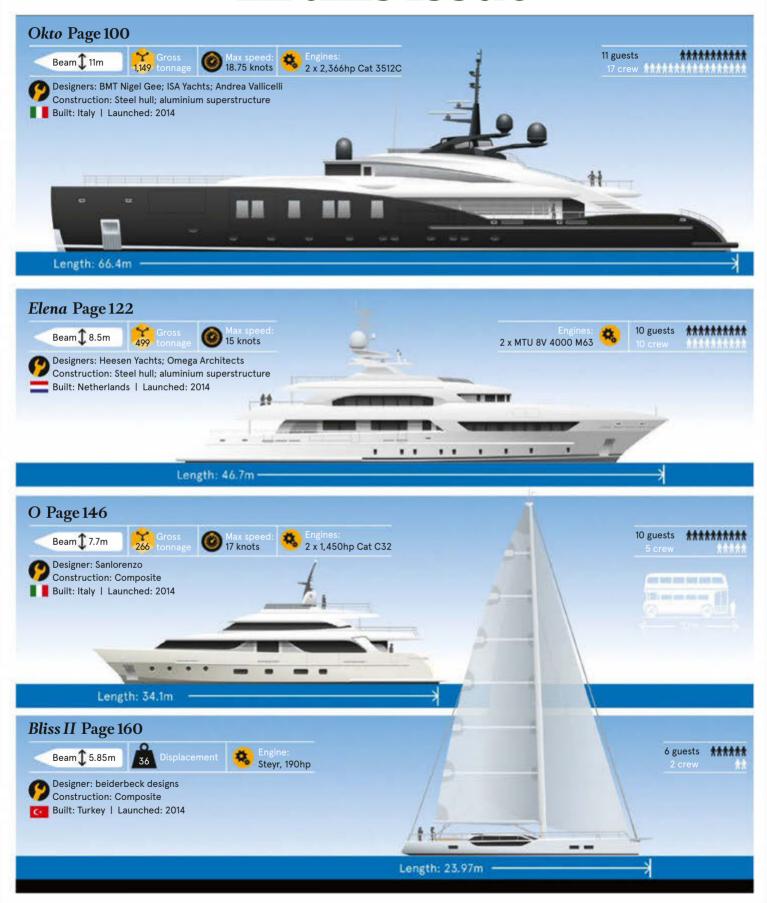
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### EDITORS' LETTERS



If you read the UK's Daily Mail (of course you don't), you might gain the impression that the superyacht lifestyle amounts to little more than Champagne and empty bling. Naturally, yachts are undoubtedly the most spoiling form of fun - as this issue's party feature illustrates - but they are also forces for good in numerous ways, not all of them obvious. On top of the employment and technical innovation the industry creates, superyacht owners are increasingly coming to the rescue following natural disasters, reports Claire Wrathall, who tells the story of *Dragonfly* when her crew witnessed the devastation caused by a cyclone. And no one is working more tirelessly to save the oceans she loves than Wendy Schmidt, says Georgie Ainslie, in her interview on page 94. If all this altruism is getting to you, return to the fun and plot your summer, meal by meal, with our spectacular Riviera restaurant guide - page 170.

It's hard to look at a boat like Okto on page 100 and think that the shipyard that built it is struggling (page 48). Having experienced her pedigree during a sea trial off Monaco, I can personally vouch for the quality of this particular 66 metre production. ISA Yachts launched four boats last year: Okto, Silver Wind (another recent BI cover star), Philmi and Forever One - all fascinating projects, but the Ancona yard hasn't signed an order since May 2014. I hope a solution can be found to the yard's current difficulties, not least because of the more than 100 very skilled workers whose jobs are at risk. It's a sobering reminder that the pick-up in business the industry has seen since the GFC isn't a universal experience. There's talk of a buyer - something I hope is more than rumour because if ISA was to disappear, so would a future of yachts like Okto, which would be a monumental shame.







Sade From

Sewed Confiell.



Georgie Ainslie

Georgie Ainslie is a sports journalist who always said she'd never date a sportsman - then married Britain's best sailor (Sir Ben Ainslie, of course). Her father loves boats almost as much as her husband does, so she has been doomed to a life of conversations about hull shapes. hydrodynamics and foiling techniques.

Sail or motor? I surrendered all rights to say motor when I married a sailor

Speed or style? I am yet to find a boat with speed which affords me any style whatsoever

Shaken or stirred? Don't care, so long as it's gin and tonic Dive or doggy paddle? Is that a trick question? Dive Diamonds or pearls? Diamonds now, pearls later. Please



▶ Lucia Ferrari is a health, beauty and fitness journalist who writes for Harper's Bazaar and London's Evening Standard, among others. She lives in London with her two children and husband and spends summers in Italy breathing in and trying to avoid the Nutella jar.

Sail or motor? A late motorboat convert. My father once named a speedboat after me, which I refused to step foot on without Calpol or chamomile tea to calm high anxiety levels

Lucia Ferrati

Sun or shade? Shade, covered in about 19 layers of fake tan and bronzer Tender or toys? Tender. For the shopping

Saint-Tropez or Ibiza? Neither. Portofino or Porto Ercole Shaken or stirred? Stirred: a Negroni

Dive or doggy paddle? Dive - am a closet synchronised swimmer Diamonds or pearls? Diamonds

► Chris Madigan is a travel and food writer



who has worked for Condé Nast Traveller, Esquire and newspapers including The Times and The Telegraph. He lives in London but heads to the water as often as possible. He is a winchmonkey on the family 12.5 metre Beneteau Oceanis, which is as wide as it is long. Sail or motor? Sail Speed or style? Speed Cruising or yacht-hopping? Island-hopping

Chris Madigau

Sun or shade? Dappled, please Saint-Tropez or Ibiza? Surely you mean Salcombe or Torbay? Shaken or stirred? Definitely stirred Tux or T-shirt? One of those "hilarious" tux T-shirts ▶ Rebecca Cahilly is the former editor of ShowBoats, and current managing editor of The Megayachts book. She'll never turn down an invitation to visit a shipyard and hangs out on boats - big boats - fairly regularly.

Sail or motor? Motor. Yes, so American Speed or style? Style

Cruising or yacht-hopping? Cruising. Yacht-hopping feels like work

Sun or shade? Sun. Don't tell my dermatologist Tender or toys? Tender, avec purple scarf and Jackie Os

Saint-Tropez or Ibiza? Saint-Tropez Shaken or stirred? Shaken, or better yet, cold pressed

Dive or doggy paddle? Oh, how embarrassing. Doggy paddle

Diamonds or pearls? Diamonds







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# ON BOARD

NEWS, COLUMNS, TOYS, PEOPLE, EYE OPENER, MARKET INTELLIGENCE & WILD WATER



THIS MONTH: Sir Ben Ainslie eyes up the competition, Eddie Jordan gets the party started, plus six gyms so good you'll want to work out







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## Lippy from the Liffey

For *Eddie Jordan* the Monaco Grand Prix means he has to work harder than ever, but don't feel too sorry for him - the parties more than make up for it...

he Monaco Grand Prix has just finished and I am absolutely shattered. It's the busiest time of the year for me, and as much as I'd love to be watching the action from the top deck of *Blush* track-side, I'm committed to a pretty intense schedule of coverage with the BBC. And before that, I was here driving with Formula 3 and later as a team owner in Formula 1. Most of the time back then

There's two types of boat

party: one is intimate - then

there are the real party boats

I was stuck in the garage, counting down the laps, looking at the strategy or checking on the tyres to see how they're doing. So I've always been flat-out

and haven't had that much opportunity for viewing the race purely as a spectator. There doesn't seem to be as many people on the balconies any more, they all seem to be on boats. Getting on one moored stern-to at track-side seems to be the dream ticket, but I still think the grandstand offers the best viewing experience and is probably the key place to go – even if it's not quite as fashionable.

I've been coming to this race for a long time and watched the yachts getting bigger and bigger, and more of them being crammed into the harbour. It really is cheek-by-jowl. I always wince a bit and just hope the crews have got all the fenders out.

One of the big ones missing this year was Indian Empress, the huge 93 metre owned by Vijay Mallya. His team, Force India, was formed out of Jordan Grand Prix, so I've known him a long time. He hosts the biggest party, too. He gets 8-900 people on his boat, partying across all the decks. It's huge. There's all these levels and parts, and you think to yourself, "My God, where did all these people come from?" I've never really been on a yacht party before where they tag you, but they need to do it for your shoes, because obviously everyone's got to take them off - 900 people wandering around with no shoes on! They take all the

shoes and put them in cabinets. How they're able to keep track of it all is amazing. Just the administration is staggering.

There's two types of boat party: one is where you know most of the people and it's a bit more intimate, and then there are the real party boats. *Indian Empress* is definitely in the latter category. There's always people queuing, trying to get in – "Oh, I lost my invitation,"

"I know such-and-such," for example. But because it wasn't there this year, people were at a loose end! But radio DJ Chris Evans, with whom I did a bit for

the Children in Need charity, hosted a party; then there was the Red Bull party – they call it the Energy Station – that rocks all night. I like to think I contributed to the party atmosphere: me and my band – The Robbers – played two gigs on the Friday before the race: one at 9.30pm and the other from 11pm till midnight.

At this stage in my life, I'm more inclined to have a couple of good friends and a nice bottle of wine. You know, a good bit of dinner and some music, and sit and chill.

The biggest party I host is with Prince Albert for the Champagne and Oyster Cycling Club. All proceeds go to Princess Charlene's children's charity, which is all about building pools around the world and teaching kids how to swim. We get 80 or 90 people on *Blush* and it's a bit of music and canapés, that sort of thing.

We're all cycling the next day, so people are usually off the boat by about 10.30pm. But that doesn't mean she's not set up to host a wild night. She's got all the requisite A/V. If someone is chartering her and wants to have 30, 40 or 50 people on board for a drinks party or something like that, you've got to have all the latest gizmos. And definitely enough deck storage to take everyone's shoes! 

Eddie Jordan's fee for this column has been donated to charity.



t's time for the first contest in the 35th America's Cup, and we are very excited **L** about hosting the first America's Cup World Series event in Portsmouth. It's quite something to open our quest for this famous trophy in Britain. On top of that we'll be sailing from our fantastic new headquarters on the Camber, and there will be live UKTV coverage - so it's hard to contain the team's excitement.

We must stay level-headed, though, as the competition will be intense, starting with the defender, Oracle Team USA. These guys are two-time winners of the trophy and a fifthgeneration team. They started up in 2000 and their first contest was the 31st America's Cup in Auckland in 2003, where they reached the final of the Louis Vuitton Cup, before being defeated by eventual Cup winners Alinghi.

The current team are a very different lineup, but still hugely talented across the board. They have brought in younger sailing team members and it will be interesting to see how they fit into their core group around the skipper Jimmy Spithill and tactician and sailing team manager Tom Slingsby. I know these guys well as I sailed with them when we won the 34th Cup. Tom and Jimmy are the two key talents leading the team and how that relationship works will be really important to them.

We've just seen SoftBank Team Japan announced and while we don't know much about them, we do know it's backed by Masayoshi Son and SoftBank, so there will be no shortage of funds. Japan also has a strong racing heritage, with teams in the America's Cup reaching the Louis Vuitton semi-finals and Olympic medallists.

The team's general manager is Kazuhiko Sofuku, a veteran of four Cup campaigns, so you expect them to be serious players. The indications are



### All the talents

As Sir Ben Ainslie gets ready to finally do what he does best - competitive racing - he gives his take on the legendary sailors aiming to beat him

> that Dean Barker will skipper this team and we know he is a consistent Cup performer.

Another team that can't be underestimated is Team New Zealand, who I sailed with for the 32nd America's Cup. They have a

> massively talented young squad coming through, led by Pete

Burling, 2012 Olympics 49er silver medallist and current International Moth and 49er world champion. Then they have the huge experience of Glenn Ashby to complement Burling; Ashby has won eight consecutive A-Class Cat world championships. We expect them to be one of

Artemis Racing are another team stacked with highperformance dinghy specialists, led by Iain Percy, who's hugely talented and now experienced in the Cup game. The backing for that team is secure, and they are building on their first campaign,

with the talent and resources to be very strong.

That leaves Team France, led by Franck Cammas, who has a huge amount of experience. He's held the global circumnavigation record, won the Figaro and the Volvo Ocean Race, and the International C-Class Cat championship. The French are good in multihulls and we can expect them to be strong. But they are a commercial team and securing sponsorship will be key for them.

As for ourselves, we are a first-generation team and as such have had a fair amount of catching up to do both on and off the water. We really respect the talented teams that we are up against, but are determined to keep our heads down and work harder to get the results on the water where it really counts. The racing for this next America's Cup and World Series will be closer than ever, so stay tuned.



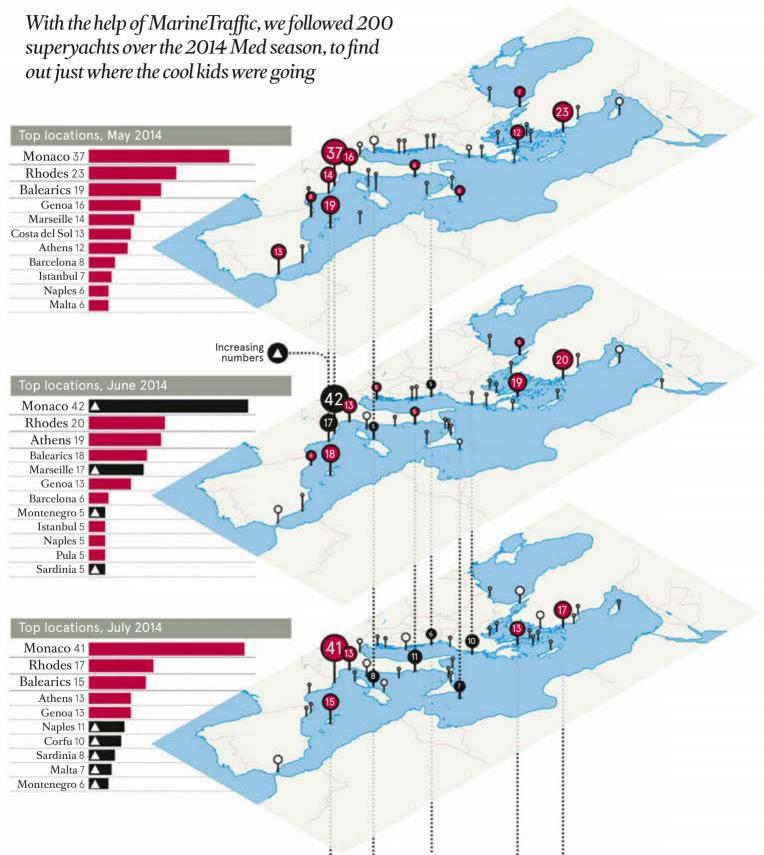
Above: BAR's new Portsmouth HQ. Top: fierce rival Jimmy Spithill

the toughest competitors.

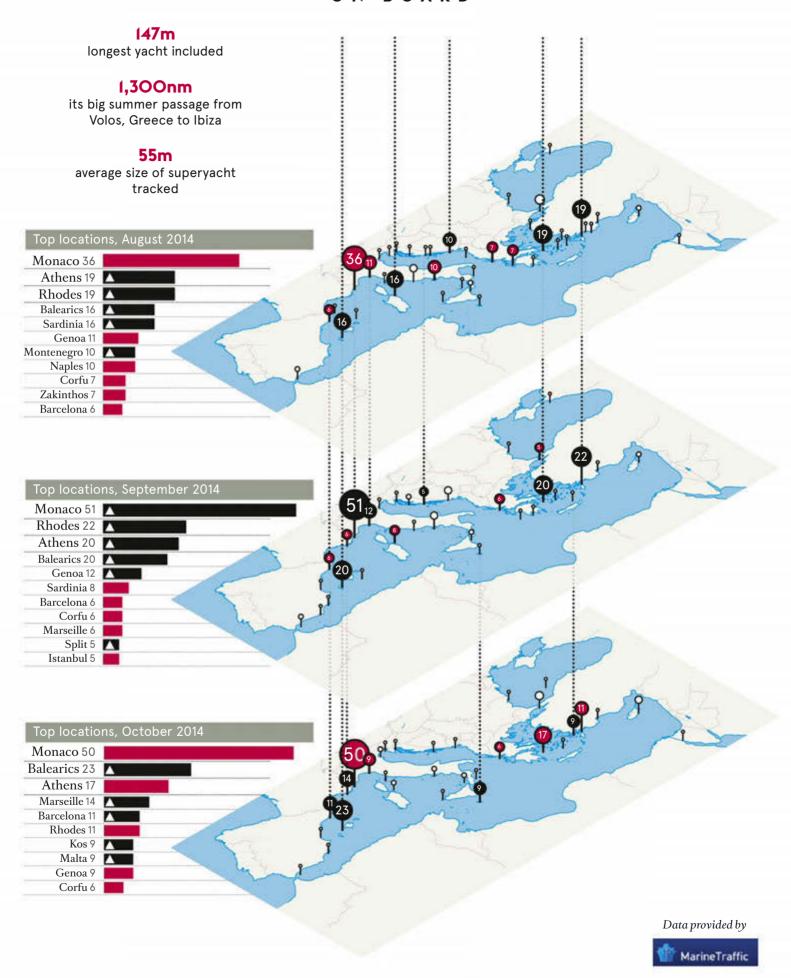


# THE MED MIGRATION



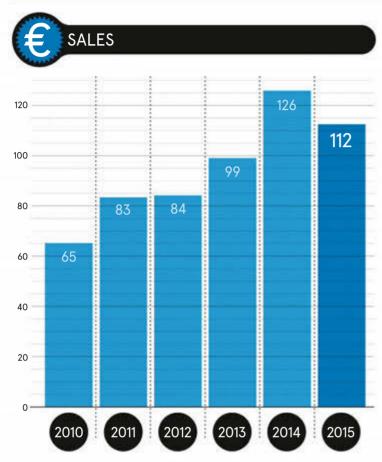


### ON BOARD



# The informer

### SALES, ORDERS AND DELIVERIES, JANUARY TO APRIL, 2010-2015



#### **ORDERS IN APRIL 2015**

| TYPE | LENGTH | SHIPYARD           | DELIVERY | COUNTRY        |
|------|--------|--------------------|----------|----------------|
| -    | 80m    | Icon Yachts        | 2017     | <b>≡</b> NL    |
| -    | 40m    | Mondo Marine       | 2017     | <b>III</b> IT  |
| -    | 32m    | Monte Carlo Yachts | 2015     | <b>II I</b> IT |
| -    | 32m    | Monte Carlo Yachts | 2016     | <b>III</b> IT  |
| -    | 27.6m  | Black Sea Yachts   | 2016     | <b>UKR</b>     |

### **DELIVERIES IN APRIL 2015**

| NAME       | TYPE | LENGTH | SHIPYARD              | COUNTRY       |
|------------|------|--------|-----------------------|---------------|
| La Familia | _    | 55m    | Amels                 | ■ NL          |
| Anya       | _    | 40.05m | Sunseeker             | <b>#</b> UK   |
| Rox Star   | A    | 39.9m  | Oguz Marin            | <b>☑</b> TR   |
| Safad      | _    | 36.9m  | Benetti               | <b>■</b> IT   |
| Ad Duwaiha | -    | 31.28m | Baia                  | <b>■</b> ■ IT |
| Lady G     | A    | 28.64m | Southern Wind Shipyar | d  ZA         |
| 86 Yacht   | _    | 26.3m  | Sunseeker             | <b>#</b> UK   |
| V80        | _    | 30.5m  | Horizon               | <b>TW</b>     |
| E78        | _    | 24m    | Horizon               | <b>TW</b>     |





### **LAUNCHES IN APRIL 2015**

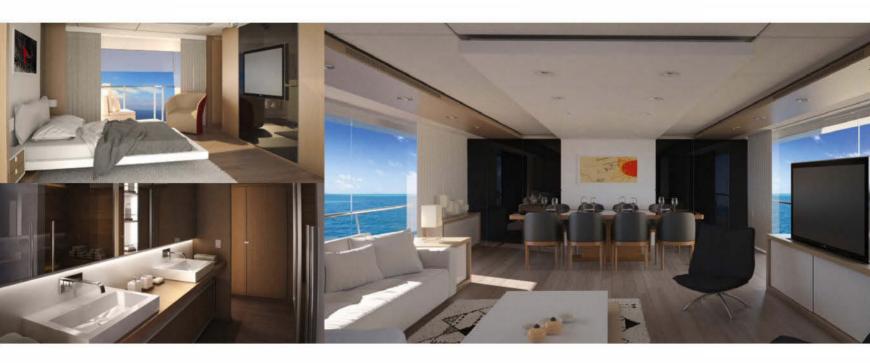
| NAME          | TYPE | LENGTH | SHIPYARD        | COUNTRY       |
|---------------|------|--------|-----------------|---------------|
| Orchid        | _    | 91m    | Lürssen         | <b>E</b> DE   |
| Irimari       | _    | 63.1m  | Sunrise         | <b>™</b> TR   |
| 468           | _    | 55m    | Amels           | <b>≡</b> NL   |
| 10217         | -    | 46.3m  | Baglietto       | <b>■</b> IT   |
| Moon Sand     | _    | 44.2m  | Feadship        | <b>≡</b> NL   |
| BS006         | _    | 40.2m  | Benetti         | <b>■</b> ■IT  |
| Princess40M/5 | _    | 40.16m | Princess Yachts | <b></b> UK    |
| Taransay      | _    | 38.55m | Rossinavi       | <b>■</b> IT   |
| BF101         | -    | 38.1m  | Benetti         | <b>■</b> ■IT  |
| N28/2         | _    | 28.31m | Custom Line     | <b>■ ■</b> IT |
| Fotinia       | _    | 32m    | Princess Yachts | <b></b> UK    |
| Florida 88    | _    | 26.7m  | Riva            | ■ ■IT         |
| Domino 88S    | -    | 26.7m  | Riva            | <b>■</b> ■IT  |





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► After capturing the horrors of combat in WWII, American photographer Slim Aarons moved to Rome and declared that the only beaches he would visit from then on would be decorated with semi-naked girls, basking in the sun. True to his word, Aarons' pastel-hued, sun-kissed - and always flattering - images earned him rare access to the private lives of English aristocrats and American dynasties: he became a peerless chronicler of the mid-century dolce vita. His wonderful portfolio runs from cliff-top Côte d'Azur villas to monolithic Palm Beach mansions and English castles, while the glamorous inhabitants are always poised and polished - even when they are only wearing bikinis. This shot, taken in 1971, captures a typically cool clique on a yacht at Saint-Tropez. Their relaxed demeanour speaks to Aarons' trusted position and gives it an engagingly intimate feeling which, like his well-healed subjects, ages very well.





www.boatinternational.com | July 2015





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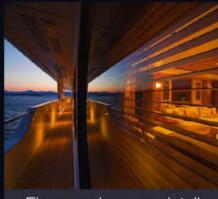




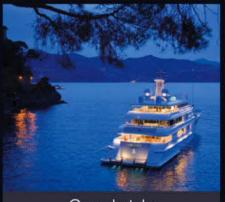
Iconic heritage



Benefit of vast experience



Elegance in every detail



Grand style

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Never stop developing. Step up to a new, 80-metre plus, Full Custom yacht built to the absolute highest AMELS quality with the most modern Dutch yacht building technology. Here at AMELS we've listened to your ideas as the superyacht market evolves. That's why we've taken another step forward alongside our successful AMELS Limited Editions range. Building on our impressive experience of more than 50 yachts delivered, we can now deliver true Full Custom creations in the 80 to 110-metre segment with exterior and interior designers of your choice.



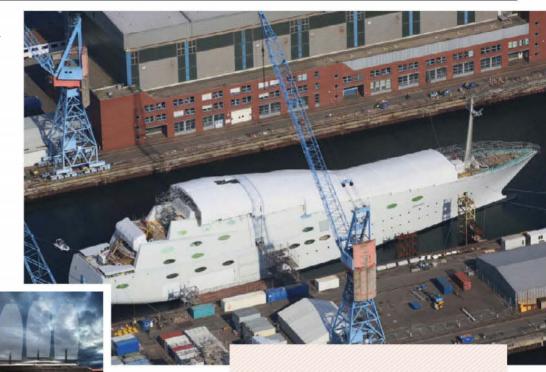
The age of super-sized sailing yachts is here and *White Pearl*, slowly coming together at German yard Nobiskrug, is leading the way.

The final LOA of the immense project is still the subject of some speculation, but 147m is the most widely touted figure. This makes her more than 50m longer than the next biggest sailing superyacht on the water today, 96.35m Sea Cloud. It's understood that her owner is the Russian billionaire Andrey Melnichenko, owner of the incredible 119m A. Delivery is expected next year.

She's not the only massive sailer in production, however. The 106m Nuvolari Lenard-designed project *Solar*, in build at Oceanco, is also scheduled for a 2016 delivery. Featuring a towering DynaRig, she'll be able to operate on solar power alone, according to Moran Yacht & Ship, which is project managing the

build. Then there is the 141m *Dream Symphony*, in build in Turkey entirely in wood. The four-masted yacht was designed by Ken Freivokh, who also penned the exterior and interior of 88m *Maltese Falcon*.

Another significant yacht launched recently is the 85.9 m Aquijo, designed by Bill Tripp and a unique collaboration between Vitters and Oceanco. Read more about Aquijo on page 42



#### JULY NEWS

The world's largest ketch, Tiffany's aquatic inspiration, Aston Martin breaks into boats, and why iPads are banned for 2018's specialedition Golden Globe Race...

#### SIXTIES ICON SWINGS BACK

Iconic 1960s boat company Buehler Turbocraft is being revived with a brand new design: the Thunderclap 38 superyacht tender. Once the paragon of cool, and used by luminaries such as the Kennedys, the classic tender builder was made famous when one of its models was used in the 1965 James Bond film *Thunderball*.

The first offering from the born-again brand is the Thunderclap 38, an 11.76m, waterjet-propelled tender that's capable of 42 knots flat-out. The cold-moulded wooden boat has curves reminiscent of its forebears, and decent deck space, including a large double sunpad. Down below, designers have found room for a queen-sized bed, saloon table and dayhead. buehler-turbocraft.com



#### Sea change for Tiffany

For a superyacht owner, a powdery turquoise hue conjures images of Caribbean shores and Maldivian skies. To the jewellery fanatic, however, it means just one thing: Tiffany. Unsurprising, then, that for her first Blue Book collection, Tiffany's design director Francesca Amfitheatrof looked to the ocean for inspiration.

The result is The Art of the Sea, a fine collection that has those most aquatic of gems – tourmaline, sapphire, aquamarine and pearl – at its centre. Unveiled at the 2015 Oscars via the lobes, wrists and necks of Cate Blanchett, Emma Stone and Reese Witherspoon, the red carpet appeal of these fantasy gems isn't hard to discern.

The undoubted star of the collection is the blue spinel scale bracelet. Inspired by the glitter of light hitting the ocean and the iridescent skins of the creatures who live beneath it, the resulting armour-like scales of sapphire and diamond are glamorous and tough in equal measure. POA, tiffany.com

#### BOARD



The beauty in boats

Veterans of America's Cup clashes and icons of the sailing community, the vachts of the J and 12m classes are muchphotographed subjects.

In his new coffee table book, Sail: Majesty at Sea, photographer Drew Doggett approaches the subjects from a fine art perspective, and his black and white images stand out for their evocation of the boats' scale and the otherworldly beauty of pristine seascapes.

This book will be a treasure to those aficionados who perceive these vachts as Doggett does, their technical magnificence and elegant proportions making them as much artworks as speed machines. \$95 drewdoggett.com

Choo boat shoe is that it's not a boat shoe. "The Dolton is the combination of a hybrid lace-up and penny loafer," explains Sandra Choi, creative director of the British footwear brand. "It's reminiscent of the traditional boat shoe but the use of colour blocking pushes the surprise element to new levels."

By melding these classic styles Choi has created a single shoe for many occasions. The navy-oxbloodblack colourway is fun enough for the sundeck and subtle enough for evening soirées while the contrasting matte, metallic and patent leathers can be partnered with both chinos and shorts.



The number of 40m M Class vachts built by Princess. Hull five was christened in May.







#### Chef's corner

Jean-Paul Barcena, chef on the 52m Feadship Gravitas. is renowned for his Mexican fare and sushi

I've been a yacht chef for about eight years. My favourite part of the **job** is the travel. Charterers in the Caribbean, Bahamas and US West Coast tend to be relaxed and easygoing. The Med is where you'll get your toughest clients.

The strangest request I ever had was in Sardinia, when guests came back from the Billionaire club at 4am requesting a five-course dinner. It took an hour and a half to make; they took a total of three bites.

I once had breakfast soufflés in the oven when we hit four- to six-foot (1-2m) swells. They exploded. I was just lucky the guests got sick and didn't want to eat! I used to own a restaurant with my brother. We now own a food manufacturing company, Gymburrito, with the philosophy of "great food, not guilt food".

For my last meal on earth I would want my mum's guisado, a beef chilli dish from Mexico.



The new convertible-top Riva 88 Florida seamlessly transforms from an open boat to a hardtop yacht at the touch of a button. Launched in Monaco in May, the top blends in with the foredeck until needed, when it reveals an inviting alfresco seating area on the foredeck. In either iteration, the automotive-inspired 27m has obvious Riva family heritage with sexy lines and a stylish metallic-grey paint job. She's no slouch either, reaching a top speed of 38.5 knots with the standard engine configuration, and blasting to 40.5 knots with optional twin 2,638hp MTUs. She packs in four en suite cabins, too.

#### Spotlight New to the market



#### **TIMONEER: \$9.75 MILLION**

▶ The 45m Timoneer has been jointly listed for sale by Burgess and Perini Navi USA. Designed by Dubois Naval Architects, she was built in aluminium by Vitters to ABS class and delivered in 2001 as a powerful ketch-rigged sailing yacht.



#### ITASCA: \$22 MILLION

► The famed 53.6m explorer vacht Itasca has been listed for sale by Edmiston & Company. Formerly an oceangoing salvage tug, she was converted into a superyacht in 1973. Accommodation is for 10 guests in five cabins.



#### BOOK-ENDS: \$17.9 MILLION

► The 39.62m Book-Ends has been listed for sale by Moran Yacht & Ship. Built in GRP by US yard Westport to a design by Donald Starkey and MCA compliant, she was delivered in 2013. Accommodation is for 10 guests in five cabins.



#### DONA AMELIA: €23 MILLION

► The 71m classic Dona Amelia has been listed for sale by Edmiston & Company. She was built by Krupp Germaniawerft to a Cox & Stevens design and delivered in 1929. Accommodation is for 13 guests in seven cabins.



#### DR NO NO: €13.95 MILLION

► SuperYachtsMonaco is offering the 49.75m CRN motor yacht Dr No No for sale, having recently completed a wide-ranging refit. Upgrades have been made to the exterior, the interior and to the engineering/machinery.

# Designed, Engineered & Hand Built in America.



#### WESTPORT

**YACHTS SINCE 1964** 



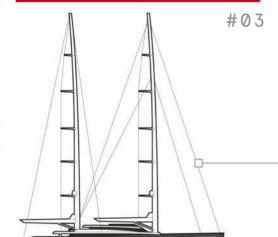
W112' | 34M

W125' | 38M W130' | 40M WWW.WESTPORTYACHTS.COM TEL +1 954 316 6364 W164' | 50M

#### THE TOP FIVE SAILING SUPERYACHTS









AQUIJO, LOA 85.9m

ATHENA, LOA 79.25m

When laces this su in the of the beam stagge be in between assure of two

#04

Details

**AQUIJO** (85.9m)

#### Builder

Vitters Shipyard/Oceanco

#### Naval architect

Tripp Design Naval Architecture

#### Exterior design

Tripp Design Naval Architecture

#### Interior design

Dölker + Voges

LOA 85.9m

LWL 81.46m

Beam 14.48m

Gross tonnage 1,538

Hull material Steel

Superstructure Aluminium

# Tripp boldly goes big

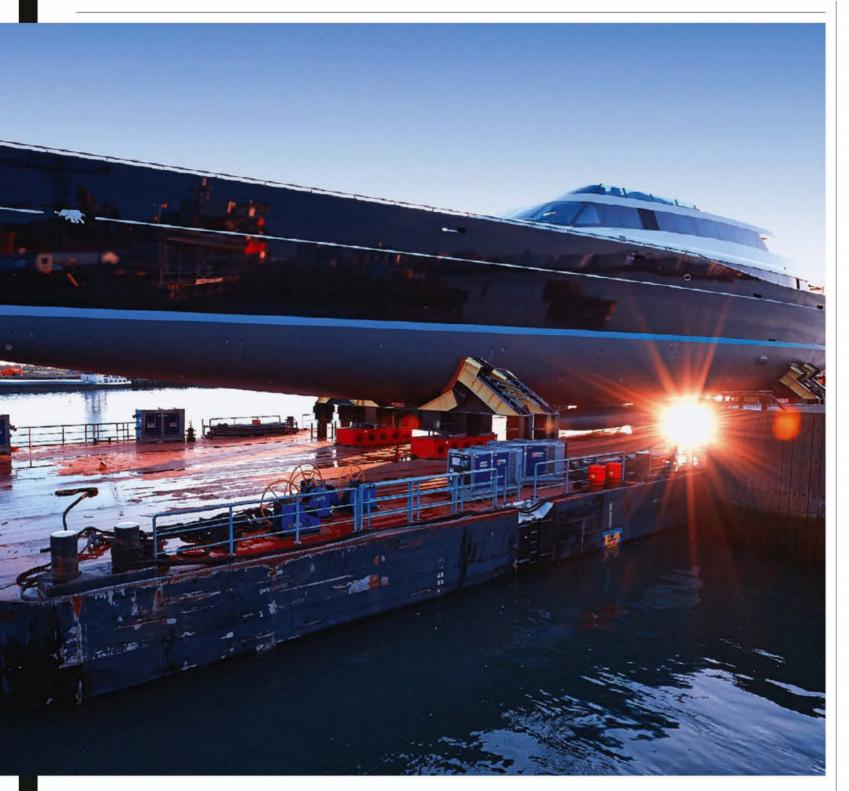
When the yacht built as P85 and now called *Aquijo* laces up her gear and heads out of the North Sea this summer, she'll be the third-largest sailing yacht in the world and the largest ketch. While the scale of the project – 86m is the as-built length, with a beam of 14.48m and a gross tonnage of 1,538 – is staggering, the lasting impact of this yacht may well be in performance technology. A unique cooperation between the Dutch builders Vitters and Oceanco assured that the project would be a collaboration of two of the top names in the superyacht industry.

"The yacht is not designed to impress but to



be used for long-distance cruising, much of that in the Pacific region," says her US naval architect Bill Tripp in an exclusive interview. And while she's not Ice-Classed, she is designed and equipped to sail the high latitudes. Considering that her 91m carbon-fibre main mast and 90m mizzen make her unable to transit the Panama Canal, it made sense to create a yacht that would be comfortable exploring the perimeters of the Antarctic.

"We have a number of clients who come to us with the directive that the boat should sail as much as possible. That's the first, best way to reduce environmental impact," states Tripp. He says calculations



predict the yacht will sail at 12 to 18 knots and "20 if you push it". The yacht has a length-to-displacement ratio of 88, or the same as some of Tripp's 12m racers.

As a designer of racing yachts, Tripp keeps drag to a minimum, thus in the underbody you see no bow or stern thruster openings: they retract into the hull. Nor are there any anchor pockets: two massive anchors deploy from submarine doors on the centreline. Twin canted rudders are muscled by hydraulic rams, but a unique system invented by Vitters uses an electronic sensor to provide feedback to the helm. Twin propellers are fully articulating to lessen drag when the yacht is under sail.

The aesthetics of a sailing yacht, even a very large one, should be the easy part, but when the directive also calls for a modern exterior styling approach, this is all uncharted territory. The high bulwarks at the bow meet ILO requirements, of course, but also create safety for the passengers and space for tender bays.

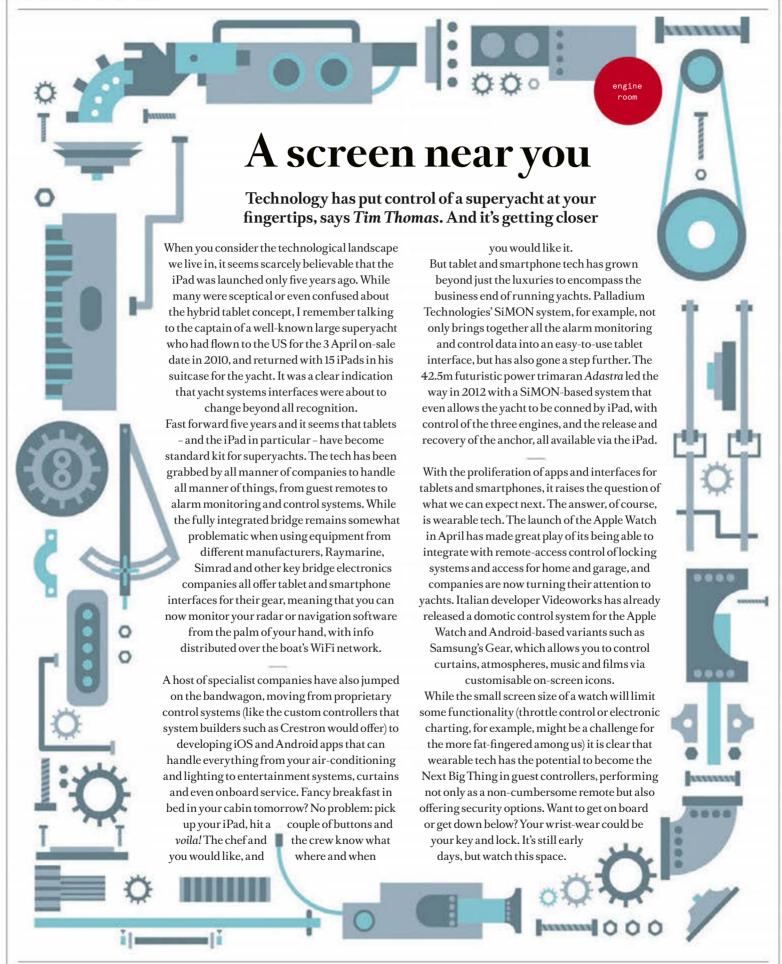
To flow the correct proportion at the bow with the need for views from the saloon aft, Tripp dropped the sheer aft of the wheelhouse. "We wanted a side deck around the saloon area so that the entire deck has a flow to it, and is in use – something that makes a sailboat interactive. The boat has much more outside space in

proportion to her gross tonnage, and the change in sheer height was an integral part of making this work," he says.

At anchor, harbour doors open fore and aft on the main and upper deck to let breezes flow through and enhance connections with nature, the scoop-shaped stern opens onto a large lower-level beach club, while an articulating platform drops to water level for sea access.

Little is known about the general arrangement at present and all involved are giving little away. What we do know is that it was a collaborative effort between Tripp and the Hamburg design firm Dölker + Voges, which was also responsible for the interior design.







#### **CLASSIC 57 TAKES HER BOW**

The curtain was finally lifted on a hitherto supersecret project from Columbus Yachts in Naples in May: the Columbus Classic 57m. The yacht is constructed in steel and aluminium and sits in the middle of Columbus's Classic line-up, which runs from 44m to 75m. She's the second Classic to be built by the yard, whose parent is the Palumbo Group, following the launch of 54m *Prima* in 2011.

Not even a rendering of the 57m project had been released before the event, which revealed an attractive four-deck yacht with beige hull and darker highlight stripe running fore to aft. The yard was being tight-lipped about her exterior and interior designers at press time, but according to the yard, her interior "can best be described in one word: eclectic. A variety of particular woods, mirrors and marbles were mixed together to create a unique environment inspired by natural elements".

The yacht was launched alongside the second hull in the Sport Hybrid 40m series. Named *Divine*, the 40m features the same innovative green technology as the first hull, which picked up three Neptune awards at the 2013 ShowBoats Design Awards, for interior design, holistic design and environmental protection. *columbusyachts.it* 



#### SPIRIT OF ADVENTURE

The classic gentleman's yacht gets a lifestyle revamp in this new 34m motor yacht design from Spirit Yachts and Rhoades Young Design.

The Spirit Royale concept fuses the talents of the yard, which specialises in traditional wooden yachts, and the studio, best known for designs such as 48m Royal Huisman *Wisp*. Both firms are based on the UK's south coast.

The owner's suite has a 200-degree panorama and double doors on to a private foredeck, while an octagonal glass atrium provides access to the main saloon: 21st century elements for a classic wooden yacht. *spirityachts.com* 

#### SUPERYACHT RENDEZVOUS MONTENEGRO

Porto Montenegro

2-5 JULY 2015



This year's Superyacht Rendezvous promises to be an unforgettable experience. Hosted in Porto

Montenegro, guests will be struck by the awe-inspiring surroundings of the Bay of Kotor and be able to enjoy the fabulous local hospitality and culture of this beautiful region. Additional yachts joining the Superyacht Rendezvous are the 45.7m Palmer Johnson Blue Ice, 47m Heesen Elena, 46.9m Burger Boat Ingot and 41m Horizon Komokwa. The superb programme of events will include a glamorous party at the luxurious Porto Montenegro Yacht Club and a welcome

cocktail evening. For more information, visit superyachtrendezvous.com.





#### Aston hits the water

Soon you'll be able to step out of your Aston Martin sports-car and straight into your Aston Martin sports-boat. The famous British carmaker has teamed up with Quintessance Yachts to produce the 11.28m AM37, which features naval architecture from Mulder Design. The biggest engines – twin 600hp Mercury petrols – will give the boat a top speed of nearly 60 knots flat out. Don't miss its official unveiling at the Monaco Yacht Show in September. *quintessenceyachts.com* 

The AM37 offers "premium-class quality and refinement"



#### Silvana style

Silvana Mangano, Italian screen siren and international style icon, was a loyal Fendi fan, both on screen and off throughout her illustrious career. It is, then, no surprise that she should continue to inspire the fashion house long after her death.

Created in collaboration with Mangano's daughter Veronica de Laurentiis in aid of Onlus, the Italian charity that supports victims of domestic violence, the new Silvana Mangano collection sees Fendi travel staples remixed with signature Mangano touches.

Green ribbons used by the actress to identify her luggage become bright bag charms, studs from her favourite Pergamena suitcases reappear on a trolley case logo and the Boston bag is reinvented in supple cherry red and blue nappa leather. Our pick? A cashmere scarf-blanket hybrid that is luxurious enough to defend against anything modern travel can throw at you. fendi.com



Coloured hulls
Heesen's latest launch,
the 55m Azamanta,
ramps up the hull-colour
arms race. A sparkling
gold puts her whitehulled contemporaries in
the shade.

Synthetic teak decks are giving designers a new world of creativity with sinuous lines, variable widths and many colours at their fingertips. Take a look at *Okto* on page 100 for an example.

**Designer flooring** 



Cubes in bubbly
Moët & Chandon
Ice Imperial was
crafted to be
served (gasp) with
three ice-cubes
and fruit in a
Cabernet glass
and is considered
quite the cool
drink in hot
climes.

What's hot & what's knot



Sea pools

Unless you've got kids on board, drop-in pools have tipped into uncool, say insiders. Don't panic: big slides hanging off your too deck are still very in (unless you're crew, that is).



#### Being out of range Internet that drops out offshore just won't do. MTN Communications has the answer: high-speed internet on demand with its new UltraBurst service.

Ceiling spots
We hear from Clive at
Yacht Consultants Ltd
that ceiling spotlights
are on the slide

subtle, recessed
 lighting is the only way
 to light your path.



#### Minimal charm

Contemporary, modern design is in but people are rapidly moving away from boats with minimalist interiors, says charter manager Anna Granlund of IYC. Modern yes, but warm and inviting, too.



A Golden Globe Race in 2018 will be 50 years after Knox-Johnston's feat

#### Back to basics

To mark the 50th anniversary of the world's first solo circumnavigation, which Sir Robin Knox-Johnston began in 1968, a special edition of the Golden Globe Race is being planned for 2018.

The idea is the brainchild of Australian solo sailor and adventurer Don McIntyre and, like the original event, the race will depart from Falmouth with entrants aiming to sail solo, non-stop around the world, via the five Great Capes. McIntyre wants to create a "totally retro" race and sailors will be required to use the same type of yachts and equipment that were available to Knox-Johnston. This means no electronic navigation, modern logs, laptops, iPods and digital cameras.

"The experience for the skipper will be intense and



#### MADE FOR THE MED

The 54m Perini Navi sailing yacht Parsifal III is available to charter in the Mediterranean this summer. She has accommodation for 12 guests, including a full-beam master suite with direct access to an extra-large swimming platform. Parsifal III was launched in 2005, refitted in 2012 and is for charter with Camper & Nicholsons from €195,000. camperandnicholsons.com

raw," McIntyre says. "They really will be out on their own – no blogs or Twitter to distract them. It's as big a personal challenge as any of the big races.

"You don't have to be a sailing guru. You don't have to have a million. You just have to have the dream." The race is slated to begin on 14 June 2018 and there will be a prize of £75,000 for the first yacht to finish before 22 April 2019.



▶ Turkey's Sunrise Yachts has a new flagship, the 63m *Irimari*, which hit the water in May. It is one of the largest yachts in Turkey by volume, with a massive gross tonnage of 1,463GT. Her striking exterior lines are by Espen Øino and the interior – accommodating 12 guests and 17 crew – is by Redman Whiteley Dixon. One wow factor to look out for inside: a high-tech video wall spanning two decks. The second 63m yacht built on the same platform will be launched later this year. After *Irimari*'s owners enjoy a cruise in the Med this summer, she'll make her worldwide debut at the Monaco Yacht Show this September.



► Hark back to the golden age of travel this Med season with Lulu Guinness's playful vanity case. Adorned with the designer's signature scarlet-lip motif, the Breton-striped interior has four waterproof pouches and compartments for make-up, brushes, hair products and straighteners. £100, caseluggage.com



At Esenyacht we believe that in order to offer the very best to our clients we need to control every aspect of our production process, from the carbon fiber produced by our Rina certified Composite Division workshop to the cabinetry crafted by our skilled workers.

No PR firm was harmed during the making of this advert.
 It was produced in house by Esenyacht.



Luxury Superyachts

#### NEWS

#### ON BOARD

#### ISA in trouble

The future of Italy's ISA
Yachts was uncertain as BI
went to press as the yard
sought protection from its
creditors. Despite launching
four yachts last year including 66m Okto - the
Ancona shipyard has not
signed a new contract since
May 2014 and is understood to
be carrying about €40 million in debt.

In a statement, the yard said its management was "searching for a new investor to relaunch the company", adding that the after sales and refit units remain active. The shipyard is owned by London-based Yachting Investors Group, which *BI* was unable to reach for comment. More than 100 jobs are at risk if the yard is forced to close. *isayachts.com* 





The benefits of remotely operated flying objects – or drones – when it comes to superyachts are manifold, whether it's monitoring the harder-to-reach areas of the ship from the comfort of below deck, or simply taking the ultimate aerial selfie.

DJI specialises in camera drones and its new Phantom 3 quadcopter comes in two options: a 4K Sony EXMOR-based Professional model, and a full-HD Advanced one. Both allow you to see the world from your drone's perspective in near real-time at distances of nearly a mile. They have auto take-off and landing modes, and a handy "return home" button that automatically navigates it back to its starting point using GPS. From £899, dji.com

A custom superyacht deserves the best in bespoke linen: cue Italian linen brand Once Milano to the rescue. As well as S/S 15's new colour palette, including a sumptuous petrol blue and an electric acid green, a new piping service means that all your made to measure bedlinen, cushions and other selected items can perfectly match the embroidery and monogramming. Stock up for summer

now. oncemilano.com



**COMPACT AND BIJOU** 

Chanel beauty sets sail with a new limited-edition offering this summer. Inspired by the sailors' uniforms Coco Chanel encountered in Deauville in the 1910s – the stripes and fabrics of which would become staples of the fashion house – the Marinière powder compact promises a healthy glow evocative of time spent on the Riviera.

Available as a bronzer or blush, sweep the light blend of white rose, cotton flower, SPF 15 and shea butter across cheekbones, cupid's bow and forehead for an instantly brighter complexion. Les Beiges Healthy Glow Multi-Colour SPF 15, £44, chanel.com

#### Spotlight Seriously for sale



#### **OLGA:** \$6.195 MILLION

The 37m Crescent Custom Yacht Olga was delivered in 2003 and had refits in 2010 and 2012. Accommodation is for 10 guests in five cabins, all with full en suite facilities. Olga recently had a further \$300,000 price cut at Ocean Independence.



#### STATUS QUO: \$22.995 MILLION

RJC Yachts reported a \$2 million price drop on the 46m Status Quo. Delivered by Canadian yard Richmond Yachts in 2013, she accommodates 12 guests in a master, three doubles and two twin cabins.



#### NORTHERN STAR: €99.95 MILLION

Moran Yacht & Ship
announced a further €15.05
price drop on the 75.5m
Lürssen Northern Star.
Designed by Espen Øino
and delivered in 2009. She
can accommodate 12 guests
and up to 26 crew.



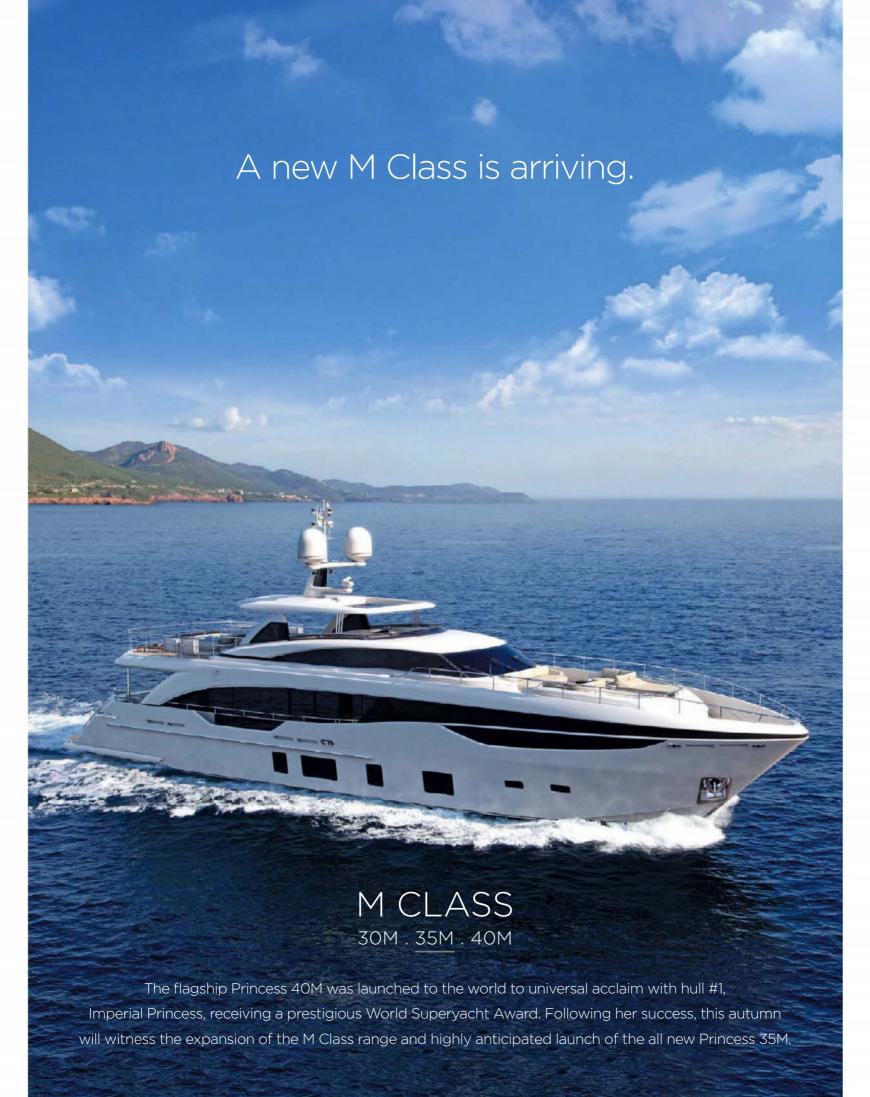
#### LADY SHERIDAN: \$55 MILLION

The 57.85m Lady Sheridan, listed by Denison & Daves, has had a further \$3.9 million price drop. Launched in 2007, she features exterior and interior design by Donald Starkey and has six cabins for 12 guests.



#### ROCKSTAR: \$18.9 MILLION

The 49m Trinity Rockstar dropped her asking price by \$2 million in two weeks at International Yacht Collection. Delivered in 2009, accommodation is for 12 guests in five cabins. She has a split-level owner's suite on the main deck











For more information on the exciting new M class addition please contact PRINCESS MOTOR YACHT SALES on +44 (0)1489 557755, sales@princess.co.uk or visit www.princess.co.uk



# WORLD SUPERYACHT AWARDS 2015

The brightest and best in the superyachting world gather at the Westergasfabriek, Amsterdam, for the industry's grandest night of the year







and Giovanni Costantino,

(I-r) Jane &

WSA judge Marco Vögele & Franziska Rickenbach





# TOGRAPHS: IAN ROMAN; LIBRARY OF CONGRESS; REX FEATURES; GETTY IMAGES

#### Trust the future

In our exclusive interview,
Sir Keith Mills is, by his own
admission, "obsessed with the
America's Cup". He remembers
when the mania to return the Auld Mug
to British shores took hold: somewhere in
the middle of the Indian Ocean, on a leg
of the Clipper Round the World Race in

1998. He had taken a book with him about tea magnate Sir Thomas Lipton's (unsuccessful) 30-year attempt to win the Cup for Britain. "That was what started it," he says as we meet in his top-floor private office a stone's throw from St James's Park in London. Mills, 65, avuncular, friendly, but carrying a vibe that suggests when business starts the smiling stops, stands shoulder to shoulder with a group of exceptionally successful and wealthy British men backing Sir Ben Ainslie's bid to undo 166 years of hurt and claim the America's Cup in 2017. Among them are billionaire Sir Charles Dunstone,

entrepreneur Peter Dubens, hedge fund manager Jon Wood and former conference kingpin Lord Irvine Laidlaw. And claim it they will, says Mills: "It's not, 'We'll give it a go', it's, 'We're going to win it.' If your passion is sailing, there's nothing bigger than winning the America's Cup."

But all that's been said before. Britain has never won the Cup, despite seriously wealthy individuals spending outrageous sums to make their mark on sailing history, including Lipton, Sir Thomas Sopwith and Peter Harrison. Mills, though, has a history of winning. He saw Harrison's British team fail to advance beyond the quarter finals of 2003's Louis Vuitton Cup in the Hauraki Gulf in New Zealand. "I thought, I could do a lot better than that," he says, and considered buying Harrison's America's Cup assets on his return to the UK.

A little thing called the Olympics got in the way, however, and the Cup was forced onto the back-burner by the world's biggest

sporting spectacle. Mills headed up the British bid to host it. "When I started running the Olympic bid, nobody gave us any chance at all, but I thought we could win it. I was driven by the challenge. The reason I did it wasn't to make money, it was because it'd be great for

the country. And for me personally, the challenge of beating eight countries and winning the right to host the 2012 Games was intoxicating."

Something else drives Mills, though, and it's seen in the legacy projects set up following London 2012: Sported,

an organisation established by Mills personally that supports community sports clubs in the UK; and International Inspiration, which has introduced sports programmes to 20 developing countries. On that night back in Singapore in 2005 when London was revealed as the host city, 35 kids from deprived parts of the city were there with Mills, to reinforce the fact that this was a Games that would give something back. "When we went to Singapore, we promised to inspire the youth of the world. That was our pitch. We told them that if they gave us the Games, we would put in place

programmes to help the next generation by using the Games and sport," he says. Now he's taking all that experience and applying it to Britain's attempt to win the America's Cup in 2017. Alongside Ben Ainslie Racing (BAR), of which Mills is a founding shareholder, he is also chairman of the 1851 Trust, named for the year the yacht America, representing the New York Yacht Club, beat challengers from the Royal Yacht Squadron in a race around the Isle of Wight.

The Trust is no tacked-on front providing a sheen of altruism to BAR – the names attached to it make sure of that: Royal Patron, the Duchess of Cambridge; Ainslie himself; Rod Carr CBE, former chairman of the Royal Yachting Association; Sir Richard Ottaway MP; and Wendy Schmidt, founder of 11th Hour Racing and wife of Silicon Valley heavyweight Eric Schmidt. The idea of a charitable element to BAR was born in San Francisco in 2013, minutes after

Oracle Team USA overcame a big deficit to beat Emirates Team New Zealand to the podium.

The principals got together and mapped out a path for a viable bid for the Cup, "and then, as part of that process, we asked ourselves





Above: Mills's Team Origin in action during the Louis Vuitton Pacific Series in 2007.

what were we going to do about corporate social responsibility programmes", Mills says. "And if we're going to do that, how are we going to make sure it becomes a viable foundation? We had discussions about the Duchess of Cambridge, who had expressed interest in supporting the team. By September last year it was all starting to come together." But what is the Trust actually going to do? For one, develop programmes to get kids on the water or into the marine industry and link those programmes to funding partners: reaching children who'd never get a chance to go sailing.

"Going to a sailing club and preaching to the converted is not what this is about," Mills says. "If your parents are in the tennis club, you'll end up playing tennis. If your parents are in the local sailing club, you'll end up sailing. But if your parents aren't involved in either of these things, you'll probably never pick up a racket or get in a boat. These are the hard-to-reach kids our programmes are designed to reach."

It's personal for Mills, because his parents certainly weren't members of the tennis or sailing clubs. He grew up modestly on an Essex council estate, holidaying in caravans, but at age 11 got in a boat for the first time. "My dad took me on a Wayfarer in Poole. Neither of us knew how to sail. We went round in circles for about two hours. But I did love it," he says.

#### ROYAL YACHT SQUADRON TO HOST GALA DINNER IN AID OF 1851 TRUST

Owners and their yachts are set to reunite in Cowes for an invitational fund-raising event in aid of the 1851 Trust, hosted by the Royal Yacht Squadron and Ben Ainslie Racing (BAR), which supports the Trust. Guests will enjoy a beautiful gala dinner, followed by a fund-raiser auction where they have the opportunity to bid for prizes, such as a BAR sailing team member (including Sir Ben Ainslie) to join their crew for the following day's race. All proceeds go to the 1851 Trust.

Patrons of the 1851 Trust are HRH The Duchess of Cambridge and Ainslie himself, and the charity is chaired by Sir Keith Mills. For more information, contact events@boatinternationalmedia.com



#### WILD WATER

Up, up and away: the G4 Gunboat begins partial foiling at 12-14 knots and full foiling at 18-20 knots







## The sound of speed

Bill Springer is both shocked and moved by the astonishing performance of the new G4 from Gunboat

Photographs by - Richard Langdon; Rachel Jasperson



s anyone who's been lucky enough to experience the throaty growl of a Porsche, or the machine-gun-in-a-hurricane whine of a Ducati, can testify, the confluence of beauty, power, and speed can be magical to the ear. But none of us lucky few aboard for the first "flight" of the remarkable G4 from Gunboat is prepared for the harmonics created when this 12.2-metre, 2.67-tonne, bright orange cat rises up out of the water on a single carbon-fibre hydrofoil and "flies" at a top speed of 31.9 knots in about 18 knots of wind.

The sound of speed is almost mystical; like whale song, or what some religions refer to as "om" – the sound of the universe. No internal combustion engine is capable of that – nor do most performance machines have sleeping accommodation for six, a fully equipped galley and the ability to transport you to a tropical island in the trade winds. But then again, there has never been anything quite like the G4.

I join the boat during its first days of testing in the Bay of Marigot off the French side of St Martin/Saint Maarten. On board are Gunboat founder Peter Johnstone, a team of very smart, very tall and very Dutch designers and builders from Holland Composites, who'd spent 18 months fully immersed in doing the impossible – helping design and build an all-carbon, fully foiling cruising catamaran – and a number of world renowned speed sailors.

These guys had seen and done it all, but still the sense of anticipation is palpable as we motor out of harbour on the G4's single retractable electric engine and raise the sails. We are about to do what no one else





#### WILD WATER

Unusually, for such a speed merchant, the Gunboat G4 can sleep six and features a fully functioning galley

has done before – sail the first fully foiling cruising boat at well over  $30\ \mathrm{knots}$ .

Anticipation turns to action pretty quickly. Once the jib sheet and the main traveller are trimmed by the crew on the windward hull, and the mainsheet is trimmed by the helmsman with an ingenious oscillating foot pump that controls the hydraulics of the mainsheet system, we are suddenly going very fast. Boat speed hits 15 knots almost immediately, then passes effortlessly through 16, 17, 18, then 20 knots. No problems; no dramas; no on-the-edge-ness that you'd experience doing much less speed on most other boats.

Then the boat really starts to hum. Partial foiling, with the windward hull skimming along the surface, begins when boat speed hits 12-14 knots, and full foiling – with both hulls fully out of the water for a consistent length of time – starts at 18-20 knots. And remember, this head-turning catamaran has a huge cockpit, full 360-degree views and genuine living space in the main cabin. She has additional berths in the hulls, and even a head and proper galley. The G4's never going to compete with a 12-metre charter cat in terms of accommodation, but this literally is a fully foiling boat with a fridge and kitchen sink.

Past 20 knots and things get spiritual. The intoxicating om sound of speed feels like it's being created by the foil in the water, but is actually coming from the significant apparent wind that's generated at those high, yet highly manageable, speeds through the rig. Occasional spray shoots through the middle of the cockpit to keep us on our toes, and then the helmsman – former A-class catamaran world champion Mischa Heemskerk – trims the bows down a bit and I find myself calling out the speed as we foil past 25 knots, my voice getting a little "intense" when speeds nose past 28 knots and then beyond.

We get used to the speed very quickly and start speed runs between St Martin and Anguilla – seven miles in a matter of minutes. Never does the cat feel out of control or uncomfortable, and not once do we fall off the foils, spin out or break a single thing on board (except some personal sailing speed records). In fact the boat is so forgiving, and has such a wide groove, that at 25 knots we're able to talk and joke, and even pass out water bottles from the cockpit fridge. On one run I take the helm and steer without issue, the feedback from the helm positive and responsive and I'm convinced that with a bit of practice any experienced sailor could helm this incredible flying machine.

All on board still grip a little tighter as the boat edges up to 30 knots. But the intoxicating hum just gets louder, the rudders sizzle and both hulls fly even higher. Trim is called constantly over the rush of the wind and virtually all the available energy from the breeze gets transmuted into forward motion. I'm sailing in three dimensions. I'm flying. I'm at one with the universe and nothing will ever be the same again.  $\square$ 











The intoxicating "om" sound of speed is actually coming from the significant apparent wind that's generated at those high, yet highly manageable, speeds



UPDATE: Days after this sea trial, the G4 Gunboat tipped over during Les Voiles de St Barths. She had been performing spectacularly at the regatta until foiling turned into flipping on the final day and she turned over. The boat was righted and neither she nor crew suffered serious damage or injury.

#### Ψ The WORLD SUPERYACHT AWARDS 2015

WINNER

37.9 m SO'MAR

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#### ON BOARD

# Six of the best

Superyacht gyms



• Grace E
This yacht gives
virtuous guests the
best views on board,
with a massive upperdeck gym wrapped in
full-height windows.

#### • Nirvana

The 85m² space has a treadmill set into the deck for extra headroom and many reflective surfaces for beautiful gym bunnies.

• Numptia
Flanked by a sauna,
massage room and
Turkish bath, it makes
hard work part of a more
relaxing spa experience.





This is part of the owner's deck at the top of the yacht, making it a self-contained living space – with the best views, naturally.



Quattroelle

This sprawling exercise space was apparently designed by Usain Bolt. It sits up top and features a spa pool forward for a post workout soak to sooth sore muscles.

#### Musashi

A large, sliding glass wall and fold-down platform on this lower-deck space create an indoor/outdoor gym adaptable to different weather conditions.



## Life deserves that quality



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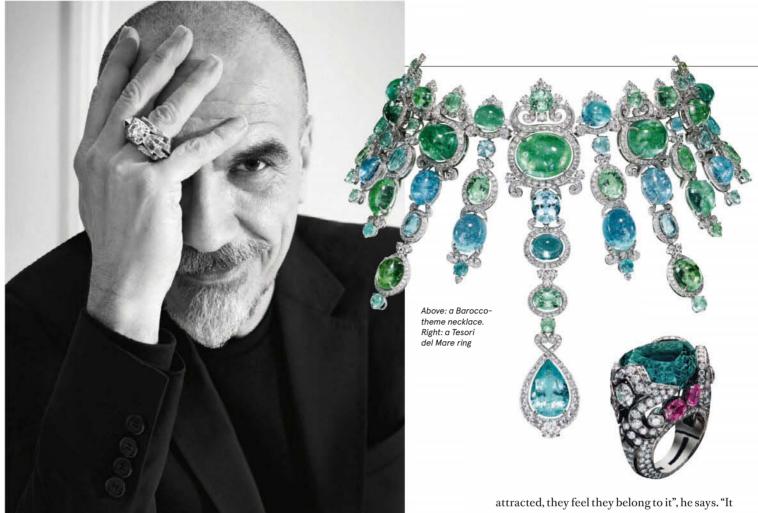


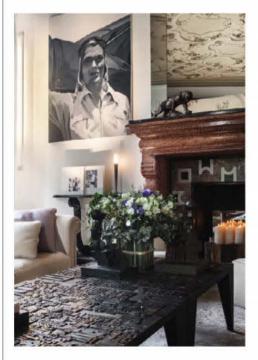


# **BOAT LIFE**

STYLE, DESIGN HEROES, WATCHES, BEAUTY, FITNESS, WINE, GADGETS, SPEED & HELICOPTERS







Above: Bodino has attempted to create a space for clients to relax. His own paintings are on the walls

Villa Mozart but this is where clients are received, so it is an essential part of the Bodino experience.

Despite its soaring marble columns and arches, Bodino uses his design penchant to create a gracious yet welcoming home: deep, comfortable sofas, soft lamplight, massed candles, collections of precious objects that interest him such as Murano glass vessels, plus piles of books and magazines. In commanding positions are his own bold paintings – Bodino is also a much-exhibited

artist. The idea is that the client should relax and explore the designer's universe before discussing the dreams that she wants expressed in jewellery form.

Bodino's collections are divided into themes and perhaps the greatest is the sea. Tesori del Mare ("treasures of the sea") is wonderfully wide-ranging, from the obvious to the highly allegorical, and comes from a lifelong love of the sea that, he says, started with childhood holidays on Italy's beautiful Ligurian coast and now extends to a house on the Adriatic. He believes artists from all eras have drawn inspiration from the sea – "they feel

attracted, they feel they belong to it", he says. "It is the primordial element, the one generating life in our planet. To me it is like a mother who embraces all living things."

His maison is less than two years old, so you may wonder where this jeweller, a confident, sociable character, has been hiding. The answer is that, as creative director of the Richemont group for many years, he has been a huge influence behind the scenes on a whole raft of top-end luxury brands, ranging from Cartier and Van Cleef & Arpels to Chloé.

"Each brand within the group has an independent team with its own creative director. I am there to support and advise

"The sea is the

primordial element.

To me it is like a

mother who embraces

all living things"

them all in terms of overall style and occasionally product development." And, he might add, to mastermind big events such as the SIHH luxury fair for the group's watch brands in Geneva each January.

There was, he says, no question of his career not being connected with art. "Since I was a child I knew art was my true passion. I was guided towards it without hesitation."

But jewellery was not his first port of career call. After studying architecture he got a job in car design and then, "by chance" as he puts it, had the opportunity to design jewellery in the Bulgari studio – "where I rediscovered my

#### BOAT LIFE

passion for decoration, which jewellery is an expression of".

Working freelance, he discovered that he could turn his hand to designing anything – "handbags, eyewear, homewares, alongside jewellery and watches. But those two became my focus when I started with Richemont, in 1990".

A lesser talent might have been floored by the challenge of keeping the varied identities of the dozen watch and jewellery brands that Richemont encompasses separate even in his head, let alone in practice. "My freelance background stood me in good stead," he explains cheerily. "It taught me to immerse myself in the signature values of a brand rather than expressing my own style."

For the change in his life that has given him a huge artistic voice and an even crazier schedule, he credits his boss and Richemont chairman Johann Rupert, with whom he works closely. "For years he wanted to do something different," says Bodino. "The group owns many of the world's most prestigious jewellery houses, which have an extraordinary legacy, but perhaps this is why he wanted to start a new chapter, geared towards the future."

With no need or desire for a shop, he was given the green light by Rupert to create a grand yet intimate space where "in my mind I would welcome clients at home and establish a direct relationship with them".

"Now we have restored it, the villa is a dream come true, the archetype of an Italian house and the perfect place to display jewellery that talks about Italy and its beauty." For clients who may have a high public profile it is a sanctuary, where they can relax, view the existing pieces and sketchbooks and discuss informally with Bodino, while he works up an initial sketch that will later become a precise gouache.

He is relishing his new freedom to create

- "to give life to a dream, to have a one-on-one
personal conversation with the client, listening
at first and then, when there is a dialogue,
proposing my own vision. It is an extremely
rewarding creative challenge."

That vision is why clients come to him and it is led, he says, "by Italy and its art and culture, all the elements of our country and its heritage, and inspired either by an idea or by finding a magical stone whose colour and cut inspires the way it will be mounted".

If you love bold, beautifully executed and colourful jewellery of rich design, "based on classic elements but with a modern twist", as

he says, then Bodino is your man. His designs are intriguingly non-literal, as the many pieces inspired by the sea show so well.

An ornate, almost baroque, necklace glints with magnificent cabochon and faceted paraiba-like tourmalines from Africa in many shades, like a limpid, sunlit sea, while big rings not only feature intense blue stones such as tanzanites and paraiba-type tourmalines but fanciful sea creature tentacles. A grand, almost medieval-looking geometric ring or a stunning choker is based on a ship's compass or, in Italian, the more romantic rosa dei venti ("wind rose").

It is all so well observed because, says Bodino, "the sea is very important in Italy and even more so for me. It is an essential element in my spirit and has been all my life. When I look at the sea, contact with it is almost a necessity for me. The deep blue of the Italian sea is like the sapphires I have chosen, or the hues and reflections of tanzanite.

"Coral is also an essential, a precious material that I use, or inspiring jewels that look like it". It is hard to imagine a better jewellery memento for any lover of the sea.

"The villa is a dream come true, the archetype of an Italian house and the perfect place to display jewellery that talks about Italy"













his Rolex GMT-Master is definitely a "he". He is 25 years old, goes everywhere with me and always gets me to a meeting or airport gate early because he runs fast (very un-Swiss). I have worn him virtually every day for 25 years with only one service. Even the strap is original.

I spent my first few years in this industry admiring the watches strapped to every captain, broker or owner and thought, one day I, too, will have a Rolex. Not gold, platinum or anything too flamboyant, because I know my place in the food chain.

The GMT-Master in stainless steel hit the spot for me. Conceived in the 1950s as a workhorse for Pan Am pilots, it has an honest "form follows functionality" look that I admired 25 years ago and which seems even more relevant now. It has a fourth hand that enabled crews to set the watch to two time zones simultaneously. Brilliant and simple. It is hard wearing and its smaller size makes it easy to wear. Fidel Castro and Pablo Picasso both had one.

I still remember the moment at Heathrow Airport when I put mine on for the first time. Whenever I look at it I recall that young designer desperate to succeed. I guess it symbolises a turning point in my career.

Only two things about the watch have surprised me. The first is that he would now be worth double what I paid back in 1990 and the second is that I have never lost him.



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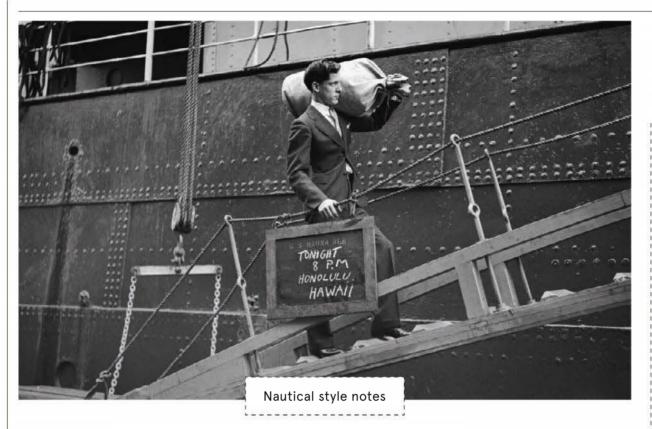
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# The original "It" bag

Originally sewn together from spare sail by 17th century Portuguese seamen, the duffel bag has been a practical, fashionable essential ever since, says Clare Coulson

1960s

Surfers give the

duffel subcultural

kudos on beaches from Big Sur

to Brisbane

hether it's the need for pragmatism or a reaction to flashy "it-bags", the rise of the utilitarian bag - often based on the classic duffel bag - has recently provided an altogether more

1930

Louis Vuitton

adds a central

handle and

strap to

create its take

the keepall

becomes a forces

staple: Elvis

Presley arrives

in Germany

carrying his

subdued and quietly luxurious option for toting one's possessions from jet to deck.

Originally created by Spanish and Portuguese sailors in the 17th century, duffel bags have always been focused on streamlined practicality. They were first made from scraps of material used for repairing sails on ships; typically cylindrical in shape - often with a simple drawstring top - they were designed to maximise storage and minimise fuss.

The strong, waterproof material was later traded for thick canvas (Duffel is a town in Belgium from where the cloth originated) when

They were further popularised by ex-Navy personnel who continued to use their old kit bags after leaving their ships.

By the post-war years the duffel bag had been adopted

by surfers and subcultures from California to Australia. distinctive way to carry them. The coolest kids pulled out the fabric at the top, holding their bag by its throat, slung over a shoulder on the way to

Fast forward a few designer accessory, tweaked (look no further than Louis Vuitton and Hermès this season); an enduring accessory that's still loved for its supremely practical marine roots.

the style was commandeered for forces during WWII. Sphere of influence and there was now a 17th century Portuguese sailors **2014** Hedi Slimane invent a basic carryall made reinvents the bag from leftover the rope and gathered up with a luxed-up strips of sails version carried by Gwyneth Paltrow and Kate Moss and from the beach. decades and the duffel has become a super-luxe and reimagined in plush leathers and exotic skins

2013

Jean Paul Gaultier

continues his

obsession for all

things marine,

including the duffel

**DUFFEL BAGS** S/S 2015 Louis Vuitton Menswear

The catwalk



Marc by Marc Jacobs



S/S 2006 Kenzo

Beauty

# Ship it in...



If the boat will not come to the beautician... No problem, says Olivia Falcon. The beautician will come to you

o you've bagged the master suite on the superyacht and now not even the fragrant waft of the Acqua di Parma Blu Mediterraneo spa at Yacht Club Costa Smeralda could lure you out of your cabin. And why should you? Beauty experts, it seems, have found their sea legs and will come on board to coif you. Just get your people to call these people...

For hair dilemmas, the private jet-set's favourite hair colourist, Josh Wood, has teamed up with Edmiston (+44 20 7495 5151) to offer bespoke beauty services. We love the Keratin hair treatments to stop the dreaded sea frizz and the Dress

Size Downsize: a super-focused massage that speeds up metabolism and reduces water retention - ideal for an urgent pre-party slim down (all prices upon request).

For skin brightening Natura Bissé facials, soothing Connock oil massages and speedy nail treatments, the slick mobile beauty company Perfect 10 has branched out with a 24-hour Black Label service (+44 203 124 1306) that dispatches beauticians around the clock. Anything is possible, even a 3am foot massage after dancing up a storm on deck at Cannes. The team are super discreet and are used to signing non-disclosure agreements. Membership costs £250 per year and treatments start from £90 per hour.

If you're pulling into port in Barcelona be sure to call ahead to Blend Store & Studio (+34 934 127 893) and ask for their Blend on Board service. It offers a large selection of



beauty treatments: Daniel Sandler make-up, Oskia facials and Margaret Dabbs pedicures and doesn't charge any extra for bringing the party to you. Likewise, when dropping anchor in St Barths, Neville Hair & Beauty (+1 590 276 501) has a crew that deliver sensational blow dries and scalp treatments to your boat. The "Hairliday" Treatment (from £170) with Shu Uemura hair serums is not to be missed.

For fitness fans Hotpod Yoga has launched a "roaming pod", a pop-up inflatable studio that can be set up on deck for a one-to-one yoga class (POA). While below deck, make sure you have Moncada Hispania's details on dial (+34 971 68 40 55). The team can kit out all your cabins with their sumptuous guest collection of Bylgari bathroom amenities. One Ocean's Eleven star put in an SOS call, while sailing around the Greek islands, for his favourite Bylgari green tea fragrance. With this kind of service, no ocean is too far.

Follow Olivia on Twitter: @oliviafalcon1

# Deep waters



Tom Ford Shimmering Body Oil £68 for 100ml, selfridges.com Anoint on shoulders, shins and everywhere in between.



Natura Bissé Diamond Absolute Rose Body Oil £52 for 60ml, harrods.com An oil and perfume in one. It deeply nourishes skin without the grease.



Estelle & Thild Fresh Water Lily Body Oil £16.90 for 150ml, fenwick.co.uk A breath of fresh air from Stockholm: ideal for hot and bothered summer skin.

# Nutricosmetics: six trailblazing foodie products

### **FRUITY** Beauty and Go **Bioactive Beauty Drinks** These punchy bottles harness the power of macro-antioxidants, extracted from the skin of fruit, mixed with collagen and hyaluronic acid. £2.99, selfridges.com



### **SMOOTHIE** Weleda Skin Food A cult hit since 1926. it smoothes out weather-beaten skin with a herby combination of

weleda.co.uk

namomile, calendula and rosemary £9.95 for 75ml



### **SOFTIE** Mizon Egg White **Bubble Cleanser** Egg white has long been thought to tighten and brighten the skin. This South Korean formula purges pores, leaving skin feeling super soft. £19 for 150ml, cultbeauty.co.uk



**SWEETIE** Laura Mercier **Tarte Au Citron** Crème Body Wash A Parisian patisserie in your bathroom. Sweet almond and coconut proteins cleanse skin without drying it out. £31 for 200ml harrods.com



### **ROSY** Estée Lauder Nutritious **Rosy Prism** Radiant Essence A huge hit in Asia, its pomegranate nectar infusion and pink peony extract give a healthy, rosy glow £51 for 30ml, harrods.com



SHINY Nail's Inc NailKale Superfood Base Coat Kale strengthens and protects nails, giving polish real staying power - your colour should stand a week of splashing around. £15 for 14ml, nailsinc.com







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# **Modern classics**

Robert Johnston reveals why some designs - with tweaks - have lasted forever



### **DUFFEL** BURBERRY

The original duffel was made from a woollen material from the town of Duffel in Belgium. It was popularised when the Royal Navy issued a camel-coloured version to sailors in WWI, and was later a favourite with students. It is now a classic, though style is now as much a consideration as keeping out North Atlantic storms.



### **AVIATOR SUNGLASSES**

Today equally at home on land or sea, as the name suggests, aviators were originally created for pilots in the 1930s and the distinctive shape of the lens was designed to prevent as much light as possible entering the eye from any angle – the typical double bridge was known by early pilots as the "bullet hole".



It became law in 1858 for all naval seamen in Brittany to wear a blue-and-white striped top. The 21 stripes were said to represent Napoleon's famous victories. It was revived in the late 1950s by the Beatniks and today is as popular as ever, in a wide range of versions, though Napoleon is rarely mentioned these days.



# SHOES

From modern

Bretons, some

always relevant

designs are

duffels to classic

The humble boat shoe is every bit as classic as any buffed-up brogue, with the advantage that it comes in a better choice of colours than simply brown or black. It was also the original shoe worn without socks, a trend that everyone now follows. But you can update a classic and these Sebagos in Neoprene marry practicality and old-school style perfectly.

JOGGERS

LORO PIANA
This is all about

casual comfort

without sacrificing the quality or craftsmanship. Luxury pieces such as this pair by Loro Piana in cashmere allow maximum indulgence.



He didn't invent them – that was Lacoste – but Ralph Lauren has built an empire on the premise that the polo shirt – and the brighter the better – is every man's summer essential.

# DENIM JACKET

After the war the Japanese became fanatical about denim and would go in groups to the US to discover more about it – and often pick up vintage looms in the process. They christened the classic Levi's denim jacke the "trucker" as it was the typical uniform of this band of drivers, and the name has stuck. Robert Johnston is style



# One to watch

### KINGSMAN

In Matthew Vaughan's Kingsman: The Secret Service, a privately funded espionage ring is run out of a tailoring shop in Savile Row. where agents including Colin Firth are fitted out with the accoutrements of a gentleman spy. Inspired by the film, the men's e-tailer Mr Porter produced a Kingsman range of tailoring and shirts earlier this year. The shirts are made by Turnbull & Asser, 007's original go-to brand and as fine a dress shirt as you will find in London. mrporter.com/kingsman Kingsman George Cleverlev Oxford shoes. £595, mrporter.com



# Start fresh - five of the best for your hair and skin



# MOLTON BROWN

► Oudh Accord and Gold Body Wash The real gold flakes are unlikely to make you look better but you will feel better – and, thanks to the oudh, smell better, too. 300ml, £20



# LE LABO

Experiment in style with the five-pack of distinctive Le Labo fragrances from Rose 31 (a Wall Street favourite, apparently) to Vetiver 46. Five 1.5ml sprays, £20



### SISLEY

► Super Soin Solaire Milky Body Mist Thanks to science and plant extracts this protects skin from damage. But the secret is that you will really want to apply it – so it works. 150ml, £83



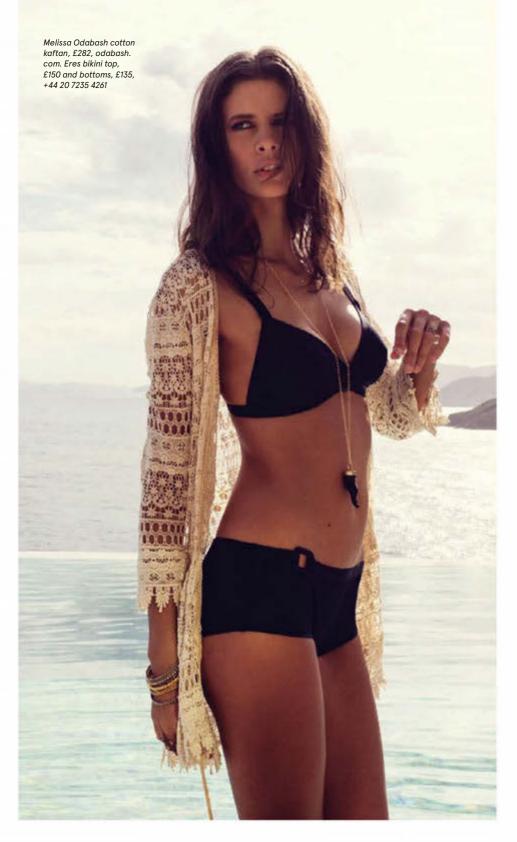
### JACK BLACK

▶ Double Header Shampoo + Conditioner The coconut oil conditions, while the creatine builds and maintains strength. 473ml, £24.50



### AESOP

▶ Elemental Barrier Cream A highly effective way to protect skin from the elements – and because it's Aesop the rich buttery cream smells great. 60ml, £37



# Five-day emergency

BIKINI PLAN
Leading nutritionists and trainers give Lucia Ber

Leading nutritionists and trainers give Lucia Berni the lowdown on looking brilliant in a bikini – even when you have less than a week to go

# Nutrition

David Kirsch, who has trained Kate Upton, and Heidi Klum, recommends "eating five meals between 7am and 7pm as this will help speed up your metabolism". Aim for breakfast, lunch and dinner with a snack morning and afternoon. A protein shake or handful of almonds with lean protein will work as one of the snacks.

Nutritionist Ian Marber suggests "a low-carb, high protein diet for five days, though it's not good to stick to this long term. Choose as many green vegetables as possible (less sugar)".

Trainer and author James Duigan, who has trained Elle Macpherson and Rosie Huntington-Whiteley, reminds us: "Avoid alcohol. It's your worst enemy when you are trying to get into shape and just makes you sluggish and bloated."

Snack wisely. Duigan advises turkey slices, nuts or blueberries. ianmarber.com; davidkirschwellness.com; bodyism.com/team-member/james-duigan

# Training

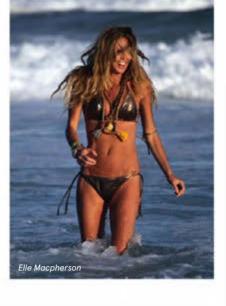
Trainer Josh Clark, responsible for some of the best bikini bodies in West London, says, "If you really want to shed pounds, try 40 minutes of cardio every morning before breakfast. You'll need to combine this with a combination of walking lunges (40 each leg), squat jumps (aim for 50), push-ups and crunches (as many as you can do) to see results."

Elissa El Hadj, founder of London's Form Studios and METcore training (a combination of cardio, Pilates, ballet and more) says, "The quickest way to tone upper arms is a daily series of different push-ups including regular, close grip and triangle. These can be done on holiday, too, as they don't require any equipment."

Trainer Matt Roberts warns against dropping all the good work when you're away, "Any routines that work in small spaces are great, but I'll also coordinate with the captain on the schedule and ask whether they are mooring offshore or in a harbour; offshore, there is surprisingly little chance of swimming the length of a 100 metre yacht. Much easier to do in a harbour." joshuaclarkfitness.com; mattroberts.co.uk; formstudios.co.uk

# Extra tips

Limit coffee to one cup per day and try Josh Clark's early morning brew: "Before cardio try a green tea with half a squeezed lemon and a teaspoon of cinnamon. This is a natural fat burner." For a flatter tummy, Ian Marber advises a probiotic supplement for at least five days. "This reduces inflammation and bloating. Optibac Probiotic Every Day Extra Strength is excellent."





GREEN TEA
...have a cup with
squeezed lemon and
cinnamon before



ST TROPEZ
Self Tan Express Advanced
Bronzing Mousse, 200ml
£33. sttropeztan.co.uk



MELISSA ODABASH Palm triangle £88, odabash.com



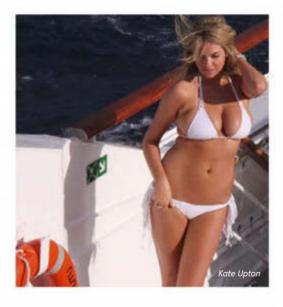
HEIDI KLEIN
Palermo Rope triangle
£190, heidiklein.com

# Bikinis

Don't underestimate the power of a well-cut bikini. Swimwear designer Melissa Odabash advises, "If you have a smaller bust go for a bandeau style with ruching or frills. If you have shorter legs, go for a tie-side brief to help elongate the legs and if you have an hourglass shape be sure to go for anything that shows off your waist." odabash.com

# Treatment

Josh Wood Atelier's Dress Size
Downsize (£85) is a 90-minute
body massage and mask, which
is popular because it does what it
says: a temporary loss of a few
centimetres on waist, hips and
thighs. It's a combination of sea
salt and essential oil exfoliation
followed by a heated body wrap
and then a very cold algae body
mask that peels off to reveal
Jessica Alba-soft skin and
smoother, slimmer thighs.
joshwoodcolour.com/ateliers







JAMES DUIGAN
Author of The Clean
and Lean Diet,
James's fans include
Hugh Grant and
Elle Macpherson.
bodyism.com



JOSH CLARK
Former basketball
player turned
personal trainer,
Clark is in demand.
joshuaclarkfitness.com



DAVID KIRSCH
Author of five books
and a wellness
expert, Kirsch
founded New York's
Madison Square Club.
davidkirschwellness.
com



CLARINS
Tonic body
treatment
oil, 50ml
£40, clarins.com



MIO
Natural dry massage
body brush
£14.50, mio.co.uk

# Products

Epsom Salts have been used for years by models before photoshoots. The salts are full of magnesium and encourage the body to shed toxins quickly and may boost digestion. Pour two capfuls into a hot bath and soak for at least 20 minutes three times a week.

Dry body brushing makes legs, upper arms and tummy appear more toned. It helps with lymphatic drainage, exfoliates and makes everything look smoother. The  $\bf Mio~Body~Brush~(\pounds 14.50)$  has tiny massage nodules; follow with a toning body oil.  $\bf Clarins~Tonic~Body~Treatment~Oil~(\pounds 40)$  is one of its best sellers.

Finally, a good fake tan can make you look – and feel – pounds lighter. Our favourite is **St Tropez Self Tan Express Advanced Bronzing Mousse** (£33).

# PERSONAL FITNESS

Not all gyms look the same get the one you want on board, says Julia Brandon

When it comes to personalisation and superyachts, no demand is too big or detail too intricate; but there's one area that doesn't quite live up to the fully custom tag: the gym. Until now, that is.

"We have found ourselves inundated with requests from owners, particularly on charter boats, to personalise the gym," says Edward Thomas, director and founder at GymCompany Marine. "We have the capability, working with suppliers such as Cybex who custom colour at source, to match gym kit to anything: hull, superstructure or interior fittings."

Another supplier is Ultimate Yacht Refinishing, which uses hydrographic transfer and airbrushing to create one-off designs. "Hydrographic transfer technology is a new form of print design that provides unbelievably sharp, accurate and clear results," says founder Andy Skidmore. From a leopard-print rowing machine to carbon fibre-effect dumbbells, the choice of patterns is endless.

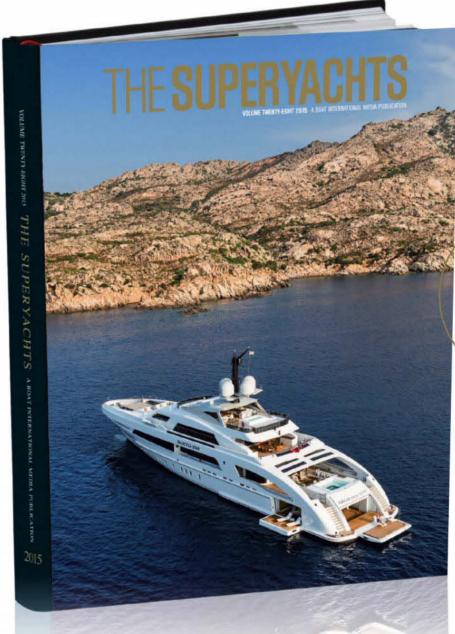
There has been significant uptake by owners, claims Skidmore. "We've already completed work on Lionheart, carbon fibre-effect gym equipment on Madame Gu and an entire interior, as well as a submarine, on Latitude," he says.

Kit is also now being plugged into onboard AV systems for the ultimate immersive workout.

"Gym trends are influenced by advances in equipment," says Jason Macaree of Reymond Langton Design. "Access to the internet is affecting how they are used, with online classes common. Connecting the gym to an outside space is also a fantastic feature, as on Kismet."

So: a workout on your leopard-print exercise bike, then, while listening to the latest tunes, checking the markets or reading the news? Sounds good: after all, how can anything that makes exercising more attractive be a bad thing?

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# LOUD AND PROUD

With all due respect to his iPod dock, *Hugo Rifkind* finds that music has never sounded, or looked, quite so good



▶ REMEMBER THE HI-FI? GO ON, THINK. It's that thing you used to have in your house before your music came via a forlorn little shoe box you stick your smartphone onto. Men, in particular, used to be really into them: we'd run cables around the place; use words like "woofer" in cold blood; get angry with our families for not being able to use the things because they were too complicated, but also get angry with them if they tried.

Well now I have a hi-fi again. At least for a bit. Forget the hi-fi, though, because that's the boring bit. The excitement is the speakers. These are a pair of Dynaudio Focus 600 XDs, and they're just the most beautiful things in my house. Vast, yes, but in a good way. If they suddenly appeared in a prehistoric field, like monoliths, these are the sorts of speakers that would be worshipped by apes. Even before they made a sound.

They have their own remote control and volume setting, and they bathe my living room in sound. I did not realise, before, that I was unhappy with my actually quite expensive iPod dock. I had thought to myself, pah, proper hi-fis, who needs them? They're

relics from the past, much like LPs, or books. I see now, though, that I was wrong.

I mainly used them to listen to Pink Floyd and Dire Straits; there's something about proper, high-end music equipment that brings out the middle-aged dad in all of us. A geek would tell you about the inbuilt Esotec+ woofers and tweeters, the aluminium voice coils and the magnesium silicate polymer membranes, but I am not that geek. All I can really tell you is that they transformed my living room into a place of sound and wonder, and if I'd turned them up full they might also have blown out the windows.

We live, of course, in an age of minimalism. Once, our living spaces looked like the flight decks of spaceships. Today, we like to hide everything away. These, though, are sculptures. Possibly the only thing that prevents me from keeping them in my home is the fear that somebody, one day, might put a coffee cup on one of them and not use a coaster.

Dynaudio Focus 600 XD, £8,950, dynaudio.com Hugo Rifkind is a columnist for The Times



# TECH FOR YOUR DECK



# NEW LAUNCHES

# ASUS ZENBOOK PRO UX501

Who says MacBooks should have all the fun?
The 4K resolution of the ZenBook Pro's
15.6-inch screen is, dare we say it, a little
excessive, albeit utterly mesmerising. Under
the spun-metal chassis you'll also experience
the world's fastest solid-state hard drive, not
to mention a sound system powered by Bang
& Olufsen's ICEpower technology. The
six-hour battery is plenty for daytime use on
and off your boat. From \$1,799, asus.com



#01
REVO SUPERCONNECT

Retro styling belies this
British-made radio's
contemporary
credentials: as well as
direct access to over
16,000 online stations, it's
also engineered to
stream Spotify Connect's
20 million-track library.
From £280, revo.co.uk



#02

TIVOLI AUDIO ALBERGO+

Rear-ported to create a richer bassline, this stunning Bluetooth-enhanced DAB+ and FM RDS cabinet is also designed to repel those irksome audio "blips" resulting from mobile phone interference. From £199, tivoliaudio.co.uk





#03

GENEVA WORLDRADIO DAB+

A slick interpretation of the longwave/ shortwave radio, this offers digital FM and DAB+ as well as Bluetooth for wirelessly streaming internet stations through its amplified three-inch speaker. £269, genevalab.com



Presumably named after Ali Baba's famous password, when kept in your pocket this diminutive device provides peace of mind by wirelessly locking your laptop whenever you walk away from it. When you return to your screen, it will automatically switch on again so you pick up where you left off. You can even specify additional layers of security depending on your needs, making this perfect for, say, preventing your inquisitive offspring from accidentally deleting important data. £39, atama.io



LG G4

With its vegetable-tanned leather backplate and richly detailed 5.5-inch "quantum display", the G4 has finally afforded LG the recognition it has long deserved. This is a benchmark design for smartphones with the hardware to match: its 16MP camera lens comes with laser autofocus and a colour spectrum sensor for capturing vivid tones in every shot; it also offers expandable memory – something of a rarity in today's flagship handsets. c£500, lg.com



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- ◆ 45.2m (148.3ft)

- 12 guests in 6 cabins
  - 11 crew ◆
  - 12/14kts •







# Pouncing back

Simon de Burton reports on a design quest to see the Jaguar return with a snarl to owners' driveways and kids' bedroom walls



The Jaguar XE 3.0 V6

Supercharged: top of a range designed

to let the marque

compete again

could look around any yacht club car park - in the UK, at least - and the chances are you'd spot a veritable pride of Jaguars. Likewise at the local golf club. In fact, anywhere you found gin (and tonic) you could bet on finding a Jag.

here was a time when you

But by the turn of the 21st century,

the legendary British marque once famed for making cars with "grace, pace and space" was badly on the slide, having passed into the hands of Ford; it cheapened the Jaguar brand by "badge engineering" models such as the X-Type (based on the humble Mondeo) and S-Type that feebly contrived to combine modern mechanicals with old-school looks.

Yet since Ford sold Jaguar to the giant Indian automotive group Tata Motors in 2008, the big cat has steadily been getting its bite back thanks, not least, to the genius of design director Ian Callum. He boldly told me in 2010 that his ambition was to "get posters of Jaguars back on teenagers' bedroom walls, where they were 50 years ago when it was the coolest car marque in existence".

Just five years later, it seems he's succeeded. The twoseater F-Type is a hit, the big XJ saloon is again the transport of many a mover and shaker and there's more in the pipeline, including the F-Pace SUV due to go on sale next year.

Right now, however, it's the just-out XE that could hold the key to Jag's future since it's intended to go head-to-head with the very cars that, you might notice, have moved in to the yacht club parking spaces once reserved for MKIIs, E-Types and XJSs. In other words, all those Audi A4s, 3 Series BMWs and C-Class Mercedes.

It's not going to be easy to shift them, but if any car can, it's the new XE with its state-of-the-art aluminium monocoque, impressive handling and high build quality. Even the

entry level two-litre diesel with manual gearbox, it's claimed, will return a very un Jaguar-like 75 mpg.

But it would be wrong to recommend anything other than the range-topping three-litre, supercharged V6 petrol version. And that means 340 horsepower propelling a car that, at 1,603 kilos, is a mere eight kilos heavier than the F-Type two seater from which it borrows its supercharged engine; yet it's a true, four-seat continent-crosser with 155mph potential and a 0-60 time of less than five seconds.

It also handles like a dream, is a complete hoot to drive and has all the "infotainment" devices you could wish for.

So if you're contemplating buying another German saloon, I'd scuttle the idea and give the XE serious consideration - even if it's just to help get those cats back in the yacht club car park where they really belong. •

Jaguar XE 3.0 V6 Supercharged Top speed: 155mph (limited) 0-60: 4.9 secs

Power: 335hhp Cost: £44,865 Jaguar.co.uk/XE

# Get on your lifestyle

This season's most popular on-shore tov among superyacht owners could be the Ducati Scrambler, a new take on the Italian firm's single-cylinder Street Scramblers produced from 1962-1974. The Street Scrambler is a "lifestyle" choice, so it's designed to look as cool and individual as possible. Four versions are available: Icon (below), Urban Enduro, Classic and Full Throttle, each portraying a different image of its rider. But these are merely blank canvases to which can be added a comprehensive range of bolt-on accessories.

headlamps and from exhaust systems to luggage, to create a unique machine. The much-hyped return of the Scrambler has, of course, thrown the spotlight on the original model, examples of which have subsequently risen in value. Available at auction a few years ago for about £1.500. decent ones now fetch

ranging from seats to

£4,000-plus. But having ridden one of these classics, with its asthmatic 450cc engine, I'd rather splash out £6,895 for a modern Icon and enjoy its punchy, 803cc L-twin engine and it probably won't break down on the way back to the tender. scramblerducati.com



he paradox of modern motoring is that cars are faster and more reliable than they were 30 years ago, yet it takes far longer to drive from A to B because of the ever-increasing volume of road traffic. Which is annoying when you've just enjoyed a trouble-free cruise and dropped anchor near a favourite port, only to find that it's going to take hours to travel a few miles inland for a spot of lunch. That's one very good reason why you need a helicopter on board.

But what needs to be considered before taking the plunge with your first heli? The first question to ask yourself is whether you intend to fly or be flown. For the former, you'll need a Private Pilot Licence (PPL), with an (H) suffix, for helicopter. Starting from scratch, this will require a minimum of 45 flight training hours, 10 of which must be flown solo. Also to be considered are the taxing theoretical exams in everything from navigation to meteorology, aviation law and even "human performance". If you go down the chauffeur route, a trained commercial pilot can be hired at a cost of about £350 per day, plus expenses.

As far as your choice of chopper is concerned, that's down to whether you choose a piston-engine machine or a jet turbine. Piston-engine helicopters are slower, smaller and generally have a shorter range, but are

the least expensive. The popular, entry level Robinson R44 – capable of carrying a pilot and three passengers – costs from \$375,000 new, with used examples being available from \$250,000. A more exotic jet turbine aircraft, such as what used to be known as the Eurocopter EC120 and is now the Airbus H120 (pilot and five passengers) will set you back about  $\ensuremath{\in} 2.5$  million and an H130 (pilot and six passengers)  $\ensuremath{\in} 3.5$  million-plus.

These single-engine helicopters can be flown only during daylight (in UK airspace) under the Civil Aviation Authority's Visual Flight Rules (VFR) as only appropriately equipped twin-engine helicopters are allowed to fly after dark under Instrument Flight Rules (IFR).

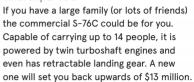
In addition to buying your dream machine, you'll also need to pay for hangarage, insurance (typically three per cent of the value of the aircraft) and maintenance – regulations concerning which are extremely rigorous, especially for helicopters used in corrosive environments, such as on, over or near the sea.

But if you can shoulder the burden of that little lot, you'll be rewarded with an unmatched level of flying freedom that allows private helicopter pilots to land anywhere, with the landowner's permission, provided it is safe to do so – including the helipads of friendly superyacht owners.





# Sikorsky S-76C





# **Agusta Westland AW101**

Expecting trouble? Then you might need this to get you out of it. Designed primarily for military use, 15 per cent of last year's sales were to VIP clients for private use. With a range of 500 miles and a 167mph cruising speed, it seats 24 and costs about €18 million.

### Rell 47

With military chic being all the rage at the moment, transport doesn't get much cooler than a drab, olive M\*A\*S\*H-style Bell 47, the type used during the Korean War (although military versions were called the H-13 Sioux). Lots were built and many survive - and they're good value, too, at \$100,000-\$150,000.



# Robinson R44

One of the most popular full-sized, entry level helicopters - almost 6,000 have been sold. Powered by a single six-cylinder piston engine, it carries four people, cruises at 135mph, and has a range of 350 miles. In 1997 Jennifer Murray used one to become the first woman to circumnavigate the globe by heli. It costs from \$375,000.





# Airbus H160

If you want to be at the cutting edge of helicopter design, put your name down for the recently unveiled H160. It features a fully composite airframe, twin Turbomeca Arrano turboshafts and a shrouded tail rotor for silent travel. It will carry 12 passengers and cruise at 185mph for 500 miles. First deliveries are due in 2018. POA.

Can your heli-pilot do this?

helicopterstunt



# Autogyro MTOsport

Anyone who has seen the 1967 Bond film You Only Live Twice will remember Little Nellie, the gyrocopter that could be packed into four suitcases. The modern equivalent is the MTOsport, which is powered by a Rotax engine and can carry two people in its open-top pod. Available in kit form from €26,250.



### Airbus H135

This could be described as the Bentley of helis, with its sleek appearance, five-seat interior trimmed in Hermès saddle leather (optional), 155mph cruising speed and 393-mile range. And, compared with a superyacht, it is only about \$4.5 million.





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Watches

# Going the extra Mille

Simon de Burton has the perfect assignment: trying out the RM 60-01 watch while racing its maker's boat at his regatta

he stitches have come out of my finger now, the cuts on my wife's knees and face have more or less healed and our aching limbs are but distant memories. Mind you, no one said it was going to be

paradise, travelling to the Caribbean to join the decidedly competent crew aboard the TP52 race boat *Sorcha* as she battled it out in Les Voiles de St Barth regatta. And the injuries were entirely our fault. Mine was a result of a post-race stumble that sent the third digit of my left hand neatly between the pulleys of the main sheet block just as a burly Kiwi was dropping the sail; Mrs de B's came from a couple of ill-timed, cross-deck scrambles during some high-speed tacking manoeuvres.

But despite the blood and pain (if you're going to hurt yourself on a boat, by the way, do it near St Barts - the "cottage" hospital is brilliant) we wouldn't have missed serving as speed-enhancing ballast aboard that screaming Formula One racer of the oceans.

Providing all that power was 260 square metres of spinnaker – the supercharged V12 of sailing. When full of wind, it gave one enormous clue as to the identity of my host, thanks to its £15,000, hand-applied image of the Richard Mille RM Caribbear 60-01 regatta watch (main picture). The somewhat maverick horologist (above right) after whom the firm is named openly admits that he would rather be behind the wheel of any one of his impressive stable of historic racing cars than be at the helm of even the most magnificent to 50 exam



the business, is a mad keen sailor and it is through him that the brand has come to be recognised as the main sponsor of both Les Voiles de Saint Barth and the equally glamorous Les Voiles de Saint-Tropez regattas.

Harrison has raced in every Voiles de St Barth since the company became the title sponsor in 2010, previously competing in *Ialt 2*, a good-looking, quick yet not

the company became the title sponsor in 2010, previously competing in *Jolt 2*, a good-looking, quick yet not especially competitive Baltic 45. But he decided to get serious last November and spent \$750,000 on *Sorcha*, a pure thoroughbred race boat that requires only the lightest of winds to provide thrill-a-minute sailing.

And where better to promote his firm's regatta watch than in front of some of the world's wealthiest sailors? If you've spent millions on your boat, £100,000 or so for a sailing-inspired, titanium-cased watch with two time zones, regatta countdown timer and flyback chronograph, represents a nice trinket to wear on board.

And, having been loaned one of them by Harrison while aboard *Sorcha* for two days of non-stop action in those big Caribbean seas, I can report that it's more than fit for purpose and tough enough to have escaped without a single scratch. Unlike the duffer who was wearing it.

Richard Mille RM 60-01 Les Voiles de St Barth. Limited to 50 examples, c£100,000, richardmille.com

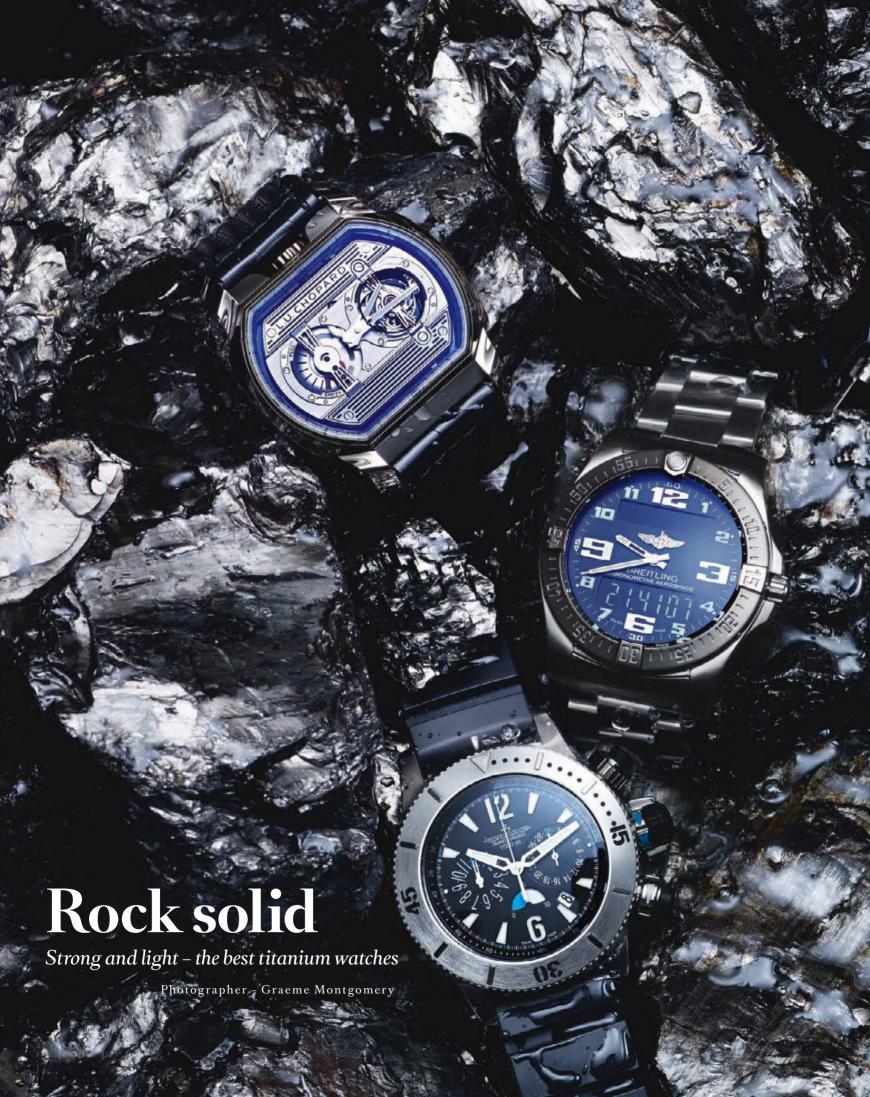
The maverick

horologist admits

he would rather

be behind the

wheel of one of his





# BOAT LIFE

Left to right, as previous spread



# **Chopard Engine One**

Chopard watch boss Karl-Friedrich Scheufele so loves classic cars that he challenged his design team to create a wrist watch bristling with automotive inspiration – and the Engine One is the result. The reamed dial looks like the top of a V8 engine, the power reserve indicator is based on a fuel gauge and the movement base plates, which can be seen through the sapphire crystal case back, resemble tiny race circuits.

Only 100 titanium examples of the watch will be made. £50,000, chopard.com



# Jaeger-LeCoultre Master Compressor Diving Chronograph

This is one of the few watches of its type that is capable of remaining watertight down to 1,000 metres. To withstand the intense pressure at depth, the rubber-mounted winding crown and chronograph pushers are sealed with screw-down "compression keys" and the case is a robust 16.5mm thick. Dive-orientated features include a uni-directional bezel, a circular divetime indicator and a pulsation scale for checking heart rate. £9,300, jaeger-lecoultre.com



# **Breitling Aerospace**

This year marks a century since Gaston Breitling (son of Breitling founder Leon) established the firm as a pilot's favourite with the introduction of what is believed to have been the original, wrist-worn chronograph watch. Many pilots now favour the highly resilient, titanium-cased Aerospace, which uses a high-end quartz movement to provide an analogue time reading with a digital multi-function display. It combines a chronograph, alarm, second time-zone, minute repeater and date. £3,100, breitling.com



# IWC Ingenieur Double Chronograph Titanium

IWC introduced its Ingenieur line way back in 1955 to meet a growing demand for rugged "tool watches". The 21st century line-up is designed to complement IWC's partnership with the Mercedes AMG Petronas Formula One team. This split seconds chronograph features a 45mm titanium case, subdials that are loosely based on car instruments and a crown and push-pieces coated in rubber to match the strap.



## Panerai Luminor Base 8 Days Titanio

The Florence-based nautical instrument maker Officine Panerai was revived by Richemont in 1997, but remained loyal to the look of the company's original watches. This understated "base" version of the Luminor Marina combines the classic crown-sealing device invented in the 1940s with a lightweight, salt-resistant titanium case containing Panerai's in-house, hand-wound movement, which will run autonomously for up to eight days. £5,300, panerai.com



# **Bremont Terra Nova**

In 2013, Ben Saunders and Tarka L'Herpiniere made history by walking the 1,795 milles from Captain Scott's hut on Antarctica's Ross Island to the South Pole and back, pulling sledges laden with supplies the whole way. The pair each wore a titanium-cased Bremont Supermarine Terra Nova watch with compass bezel to help with navigation. Limited to 300 examples, the watch also features a GMT function and a special oil designed to remain stable at low temperature. c£4,500, bremont.com





info@codecasayachts.com www.codecasayachts.com

# BOAT LIFE



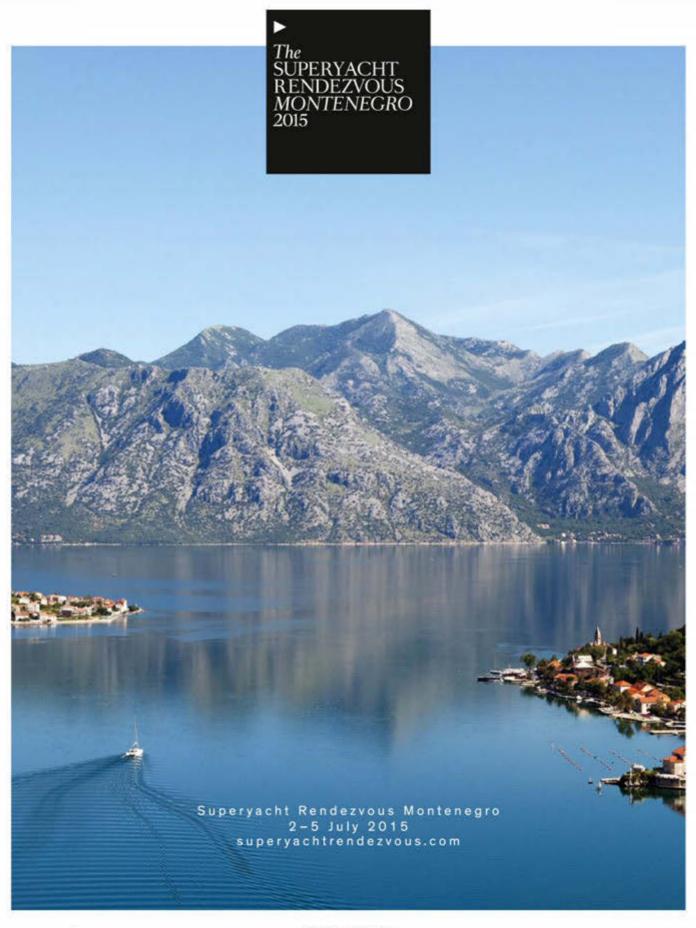
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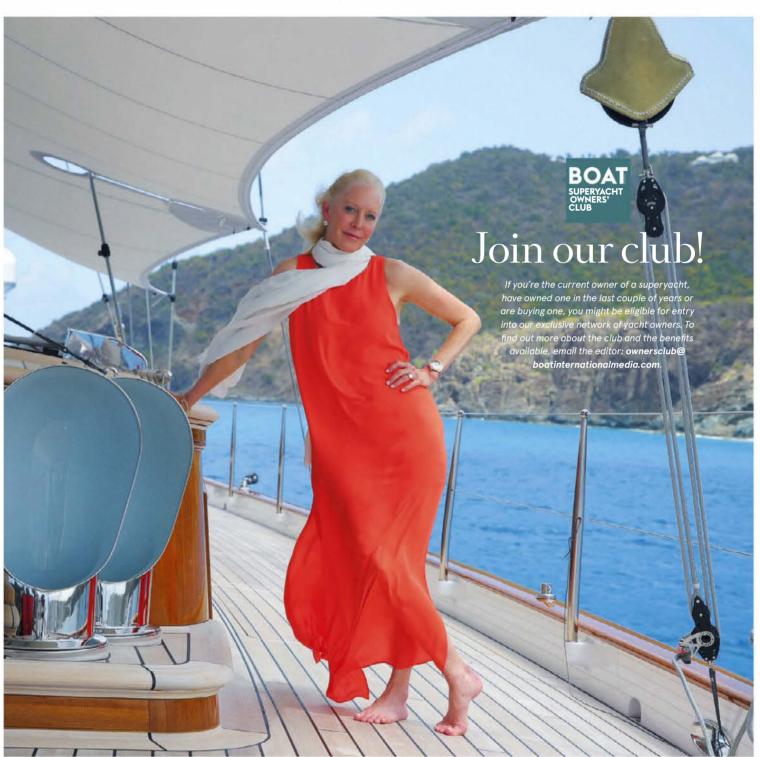


# PHOTOGRAPH: PAPA LU

# OWNERS'CLUB

INSIDE THE LIVES - AND BOATS - OF OUR EXCLUSIVE GANG

Edited by - Stewart Campbell



THIS MONTH: Wendy Schmidt shows us around Elfje, get the most out of Mykonos, and cruising the reefs of the San Blas Islands



Hudson Bay



I never leave home without...



This month **Sietse Koopmans** Owner of Zeepaard (37.2m)

# I don't tend to travel with a book.

Instead, I have a great collection of National Geographics covering the last 20 years that I'm trying to plough through. I collect watches - I have almost 51 of them. My

favourite is the Cartier Ballon Bleu, by far. For music while cruising, it's always lounge or classic. But

the music I like to watch live is jazz. I'm pretty limited on the technology I take - just my phone and MacBook Air.

> The first thing I pack is a hat! I don't have an abundance of hair up there.

Most of my clothes I keep on board. The thing I always forget to bring enough of is time.

The first thing I do when I get on board is walk around Zeepaard's decks to inspect her. Then I have a drink on the aft deck served by my lovely crew and feel like a king!

I make sure to take DVDs with me. I love movies. I have a theatre on board and spend every night watching films.

My sunglasses are by Maui Jim. It's not

because I particularly like their style, it's because they're lightweight.



# Members' Logbook

Every month, you tell us where you are on the seven seas, what you can see from deck and your top trip tips

> Dogukan Boyacı YACHT: Regina LENGTH: 56m YEAR: 2011 LOCATION: St Barths

• Tell us about your cruise I was on board for a one-week charter around St Barths

• What was the highlight? It was a fantastic week - I love St Barths, and its amazing beaches and restaurants Did vou make anv discoveries?

Yes. While out diving I discovered some new beaches, like Shell Beach

 Which toy saw the most use? Definitely the paddleboard • What was the chef cooking up? Salmon and tuna sashimi, lobster pasta and fresh

oysters daily - I love fresh seafood Drink of choice? Bellinis and Champagne. Our stew made the

bellinis with fresh white peach - delicious

Gulf of Mexico

YACHT: Blue Bird I FNGTH: 31.6m YFAR: 1938

Tara Getty

LOCATION: San Blas Islands

Where are you cruising? The wonderful San Blas Islands en route from Los Roques (archipelago), Venezuela, towards the old fort town of Portobello, then the Panama Canal

• How's the weather? Light to moderate winds from six to 15 knots, mostly overcast in the mornings with the sun breaking out in the afternoon and very hot

What's been the highlight? Loads, from landing on a small airstrip that takes up the most of Porvenir Island, to navigating BB through endless reefs and anchoring right up next to beautiful islands

• What can you see right now? We are anchored in the middle of three small islands with palm trees to the water's edge and white sandy beaches, clear waters and we're completely surrounded by reef

 Have you made any discoveries? These islands are special and Kuna Indians live a simple life Any encounters with sea life? Last night we were surrounded by rays and sea turtles • Where next?

After the canal we head to the Las Perlas Islands, Coiba National Park, Golfito, Costa Rica, before venturing out to Cocos Island to fulfil the reason Sir Malcolm Campbell built Blue Bird then on to the Galápagos Islands

# OWNERS'CLUB







# On board with WENDY SCHMIDT

"Wealth is a responsibility,"
Wendy Schmidt tells
Georgie Ainslie. So she built
the fuel-efficient, 46 metre
ketch Elfje – and founded
11th Hour Racing, to help
safeguard the oceans

WENDY SCHMIDT COULD DO NOTHING for the rest of her life. She could jet from one seven-star destination to another, embraced forever in a world of supreme luxury that only 10 billion in the bank can guarantee. But that's not her style. Instead, she's taken on the small task of trying to save the world's oceans – and building her very own yacht to race on them.

I first met Wendy last year at the launch of my husband Ben's (Sir Ben Ainslie) challenge for the America's Cup. In between talk of the Cup and what the Duchess of Cambridge was wearing, she said: "Only five per cent of the ocean floor has been mapped to date, so we know more about the backside of the moon than we do about the bottom of the ocean."

Since then we've met in trustee meetings for the 1851 Trust, or at dinners – but today, over tea in London's Knightsbridge Hotel, it's all about her. And I want to know why she's taken on a problem as immense as the oceans. That, as Wendy explains, might just be "a Silicon Valley way of thinking.

Far left: Wendy Schmidt with Georgie Ainslie in London. Left: Wendy's 46.4m ketch, Elfje, at the 2015 St Barths Bucket. Below and right: Nantucket, where Wendy's sailing story began. Bottom: her first boat, a Swan 80 called Selene





I've watched a revolution happen in 35 years or less, so when people say to me we can't change this, I say, really? We've changed the way we do absolutely everything".

As the wife of Google's executive chairman Eric Schmidt, who has amassed a \$9.1 billion fortune innovating technology and changing the way we communicate, you can't blame her for thinking anything is possible with ideas and application. "We've been extremely lucky in our lives. You have to make a decision about what you're going to do with that. Wealth is a responsibility, one way or another," she says, alluding to the Schmidt Family Foundation, and its 11th Hour Project, founded in 2006 to support the wiser use of our energy, food and water resources in a world where, Wendy and Eric contend, "everything is connected".

The 11th Hour Racing project, based in Newport, Rhode Island, works to engage sailors and the maritime industry in stewardship of the oceans, through sponsorship of regattas and sailing teams, and by supporting the development of new environmentally friendly production practices in the industry. It's an approach Wendy applied to the building of her boat, the 46.4 metre Royal Huisman *Elfje*, designed to use as little fuel as possible. She is not a woman to do things by halves, and by her own admission, sailing has taken over her life since she got into the sport eight years ago.

"A friend from California who also spends summers on Nantucket convinced me to buy a boat with the promise of match racing his boat one day. So I agreed to purchase a 46ft (14 metre) W Class wooden sloop that Eric and I travelled to the Caribbean to check out in the spring of 2007. The children were grown, and I thought, why not? I didn't know how to race,



or even how to sail but I knew I liked to be a passenger on a boat," she remembers.

"As a condition of the purchase, my friend solved all the logistical problems, arranging for the boat to travel from Antigua to Nantucket, hiring me a captain, and getting the boat a mooring. That was the beginning. Her captain taught me how to sail and I was surprised to discover, looking back, that we had sailed every day that summer, all the way into September."

For Wendy, who helms her own boats, "sailing is a conversation with the wind.

Sometimes it's a wonderful conversation, and sometimes a scary conversation. In helming I found myself able to focus on something so small as a fraction of a degree, yet so large at the same time. I found that really interesting".

In the winter of 2008, when she and Eric were home in California, Wendy missed sailing so much that she and her captain entered a classic yacht regatta in the Caribbean the following spring. But three days before she flew to meet the boat, the charter fell through.

Without any other classic boats working out for the race, Wendy agreed to sidestep



the original plan and instead cruise for the week aboard a Swan 80 called *Selene*. When she returned, she told Eric it was the best holiday she had ever had. Later that year, on her birthday, her husband presented her with a gift: a Swan 80 called *Selene*.

"Suddenly I had a crew and a big boat and I had to learn all about it. The following March we entered *Selene* into the Heineken Regatta in St Maarten. It was a year of extraordinary conditions. I think we had 10-foot seas and up to 35 knots of wind. I was at the helm and I just followed directions. I hung on and drove the boat into conditions that would really worry me now, but ignorance is bliss, I suppose, and we went on to win."

Is winning important to her? "I usually helm when I'm on board. Most anyone can drive a boat, but can they drive it well? I work to drive well. Winning is a nice affirmation, but frankly, I love being number two. Nobody is trying to knock you off the pedestal."

Teamwork is a Wendy Schmidt watchword. I get the impression she is a strong believer in collaborative as well as independent thinking. Certainly when it came to conceiving, designing and building her biggest sailing project to date, the Andre Hoek-designed ketch *Elfje*, those working on the yacht were encouraged to make decisions together.

"It started as a discussion of what would a boat be, what do you want in a boat; there are so many things you could have. Somehow we arrived at the idea of a ketch. I had worked as an interior designer for 16 years so I wanted to be very involved visually. My grandmother, I'm told, got off her deathbed to rearrange the furniture, so I have that in me."

Was there any Silicon Valley thinking applied in the design? "I did do things differently. Normally when someone builds a yacht like this they go from naval architect to engineering to shipyard to interiors and everybody passes along drawings at each stage. I wanted to make things simpler and said we would all sit down with one drawing from the first day. They told me they didn't work like that – but I can be very persuasive and said let's try it.

"When you're designing a sailboat it's like a 3D crossword puzzle. You have a narrow hull and want it to be light and to be fast, but also to be comfortable. You're going to have to compromise about what you think you want."

What about the people charged with the task of designing *Elfje* Wendy's way? "I chose Andre Hoek as our naval architect because he has such a good artistic sense. We just clicked, we



Top: Wendy Schmidt aboard Elfje, in St Barths. Above: with husband Eric



Wendy worked closely with designer Andre Hoek (far left) on the naval architecture of Elfje (left). Bottom: the yacht in full flight



understood each other and I knew it was going to be fun. A lot of it has to do with chemistry."

Although Wendy previously owned and ran her own interior design business, she was keen to get Redman Whiteley Dixon (RWD) on board. "I liked them because their background is in industrial design. They thought about every single thing from that perspective and made features functional and elegant. At the shipyard, we built mock-ups of actual-size cabins and cabin houses made out of plywood and tried different things out. We set up the entire engine room. We just laid everything out, and it was a good problemsolving exercise because, while the materials to build a boat are hardly sustainable, you can still advance the way you use energy better on a sailing boat."

Design meetings took place in Holland, at the Royal Huisman yard and in Amsterdam, as well as in New York, Newport, Nantucket, London and Beaulieu in Hampshire, where RWD is based, to discuss every stage of *Elfje*'s creation. From concept to finish, the yacht took four years to design, build and dress. At the end of all that, did she get what she wanted?

"I wanted to have what *Selene* meant to me – which was the best of both worlds: a boat that could be optimised for the course you wanted to sail and, at the same time, could be a very cosy and comfortable personal space if you wanted to cruise, and the two things wouldn't be mutually exclusive.

"With *Elfje*, we made smart use of the space. We planned it carefully. People do wild things on boats, like put in bathtubs. I understood what I needed, which was a really good internet connection and curl-up-comfortable seating. One of my favourite design features on

the boat is that anything you touch on deck or inside has a soft edge to it."

Where most owners might want to keep crew and owner and guest areas separate, Wendy feels differently. "I wanted interaction between the owner and the crew and the guests because *Selene* had that. I want to sit at a table together, so we have a galley that can be opened up into a dining area. There is a herb garden in the galley where live plants can grow in front of the window. The space feels like a home."

There is also a coffee table unlike any other. A Plexiglas tube cuts through the middle of it and through the hull, so sea life can be seen day and night. Last time on board, Wendy witnessed a giant octopus speed by.

With sustainability key to Wendy's ethos it's not surprising that she set up a system of variable generators on *Elfje* that trade off the load so the boat doesn't have to use full power at all times, just when required. "We made a really good honest effort here to reduce fuel consumption. This boat will use a lot less fuel than a boat its size would normally do."

So Elfje ticks the boxes in terms of performance, layout, comfort and is as green as she can be, but I'm still unsure how to pronounce her unusual name. Wendy knew

she needed a name for the boat, and by the end of 2012 was growing weary of referring to the boat as Project 11/11, one of the numbers assigned to it at the shipyard. So she searched online – Google, surely – as she considered a name. She found the Dutch word for eleven – elf – and decided that wasn't quite right, but then discovered elfje ("elf-yuh"), a form of Dutch poetry using only 11 words. Elfje also means angel or fairy.

With the number 11 cropping up all over the place, and it becoming something of an inside joke, Wendy announced one evening in Holland, in December 2012, to a table of you've guessed it – 11 members of the design team, that their collaboration would be named *Elfje*.

As she remembers it, "Yard owner Alice Huisman responded in smiles and tears and, when asked why, she explained that Elfje was the very same name she and her sisters had been using for years, as a kind of code name for me at the yard when they referred to the project. So I knew I had arrived at the right name for our boat."

And it would seem that for the woman who is on a mission to save the seas, she has created the perfect yacht (with good broadband, naturally) from which to do it.

# DTOGRAPHS: PHOTOSHOT; GETTY IMAGES; ALAMY



Kiki's, at Agios Sostis in Mykonos, is the chill-out beach option





Kori by
Ancient Greek
Sandles, \$580
As worn by
Penelope
- honest!





IT'S A BREEZE Ftelia Bay Windsurfers, say "wow!"

you – Santa Marina resort here is perfect for sophisticates

Mykonos Don't let its traditional looks fool

THE INSIDER

Jordana rules

# MYKONOS

July is the last chance – and best time – to hit the Cyclades party capital before the meltemi gets up



sunglasses by Illesteva, £200

Perfect for that

Caprice sunset

STAY | With its private beach and newly renovated suites, Santa Marina really is the best that Mykonos has to offer. The resort is good for both families and the sophisticated traveller. Its beach restaurant this year is a popup Buddha-Bar, perfect for lunch and dinner. Sushi never tasted so good! For the best view of the bay, just above the beach, go for the newly built deluxe suites from 133 to 136.

PARTY | Start the way you mean to go on with a late lunch, certainly not before 3pm, at Nammos, on Psarou beach. Wine is as compulsory as dancing on the tables. Lunch here finishes at 6pm – if you did it right. SHOP | You must pop into their boutique Luisa Beach and pick up a Missoni bikini and matching kaftan to wear with your ancient Greek sandals.

*LUNCH* | Venture off the beaten track to **Kiki's** at Agios Sostis for a natural and very bohemian beach.

SUNSET | Wherever you spend your day, it has



to end at Caprice.
Sip a mohito or a
coffee with ouzo
and watch the sun
set in the most
spectacular way
with the DJ playing

chill-out music in the background.

**DINNER** | This should be at **Sea Satin**, under the windmills. Ask for a table close to the water and order the baked seabass in salt, served on huge glass trays.

SHOP | Soho-Soho is great for men and women to top up the wardrobe. For gentlemen, there's also 100% Capri's new store.

HIDDEN GEMS | Head to Kessaris for the

coolest jewellery and watches in town. Grab a long semi-precious necklace with a diamond horn to complete your boho chic look.

RENT | A Volkswagen Beetle Cabriolet

*RENT* | A Volkswagen Beetle Cabriolet to nip around town.

EXPERTTIP | Windsurfers' paradise is Ftelia Bay, with its year-round winds. Experts only! ADVENTURER | Delos is a 45-minute boat

ride away. Organise a tour guide and visit the ancient ruins of a city that time forgot. About the same distance away is the sacred island of Tinos. Greeks make pilgrimages to the church of Panagia (Virgin Mary) Megalochari high above the capital Chora.

DO go to a pop-up Buddha-Bar – and eat sushi

DON'T

go windsurfing at Ftelia Bay unless you're a prospect for the next Olympics!

Many crawl up a red carpet on their knees to the church to ask for a blessing for a loved one.



Nammos
Psarou beach – wine first,
dancing on the tables later!





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# **POWER RANGE**



60 SUNREEF POWER



70 SUNREEF POWER



90 SUNREEF POWER



150 SUNREEF POWER TRIMARAN



210 SUNREEF POWER TRIMARAN







e're out past the breakwaters of Port Hercules before I realise we're moving. Owner's rep George Mourkakos motions at the cabin porthole and I almost stumble, my brain suddenly recalibrating as the water flashes by. We're in the rearmost guest cabin, lower deck, starboard side. There's a single bulkhead between me and the main machinery spaces and yet I hear nothing. Nor am I vibrating, despite the nearly 5,000 horses warming up just feet from where I'm standing. Before I can say anything, Mourkakos tells me to wait and goes into the opposite guest suite, closes the door and flushes the toilet. Or at least that's what he tells me he did when he returns - I didn't hear anything. This whole lower deck is arranged so no headboards abut the same wall, drawers have to be lifted up and out to avoid rattles and all the doors - at a mere 120 kilos - have rubber stoppers that drop down when closed, creating a soundproof seal. It's all one massive study in shhhh. This is best demonstrated in the main deck master suite. Aretha Franklin is warbling at about 70 per cent volume in the study behind the owner's sleeping quarters, but close the door and she's instantly muted. Mourkakos smiles - point made.

It says something that for a boat as cool as *Okto*, the thing that impresses most is the serenity she offers, with sound levels in the cabins while under way around 47dB(A) – like a dishwasher in the next room – and vibration one-third to half that required by the contract. Yes, the pool is amazing, the deck spaces abound and the Alberto Pinto interior is very, very special, but it's under the waterline and down in the engine room where this 66 metre ISA truly excels. Mourkakos has worked with the owner, whose previous boat was the 82 metre Oceanco *Alfa Nero*, for 10 years. "I know the owner, I can anticipate him. We never specifically discussed things like noise and vibration, but we both wanted to do something the industry would notice," he says. And it has.

ISA's biggest launch to date was built with a no-expense-spared approach. The tank testing alone took four months, with BMT Nigel Gee working with ISA to develop the hull, which is carried all the way forward into a tall, wave-slicing blade. James Roy, BMT's yacht design director, says a "significant" team from his company, covering naval architects and structural and mechanical engineers, was deployed to work on the yacht, culminating in a testing regime "more in-line with the testing carried out on specialist commercial vessels". There were also smoke tests to make sure the superstructure didn't create dragging vortexes, or leave any exhaust gases swirling around the decks.

If it's hard to tell that the engines are running, it's even harder to tell when we're turning. Out towards Antibes, we start weaving before

about-facing for the passage back to Monaco, but there's no lean - not even a trace of one. Bluff-bowed boats do tend to be tilt free, and she's hardly some slab-sided, top-heavy wedding cake, but still the ease and level of the turn - albeit with a bit of cavitation out the back - is impressive. The penalty for that upright bow and lack of flare can be a sloppy ride in a big sea, and the captain, Sebastian Gerads, confirms that she may ship a bit of water when pitching, but says he'd rather have this than a lolling, uncomfortable slam-fest. "It just cuts through it, like a knife through a cake," he says. Compared to a 100 metre he skippered previously, Gerads is much happier on Okto: "[The 100 metre] had a big bulbous bow and even in 1.5 metres of sea there would be vibration. Sixty-six metres is the perfect size: it just fits between the waves," he says. She runs lean, too, "consuming much less than expected", adds the skipper. "Compared to a 60 metre I had before, she's way less thirsty." Okto hit 18.75 knots on sea trials, above her contracted requirement of 18, and that was in two metre seas, says Gerads.

It's hard to ignore that pool for too long, however. As on *Alfa Nero*, it's the first thing you see when wandering up to her on the dock, and makes quite an impression. Andrea Vallicelli designed *Okto*'s exterior and says the pool – 6.5 metres by 4.7 – was one of the most delicate parts of the entire project, "because the aft of the boat is visible and quite narrow". It's narrow because two wide stairways lead up from the bathing platform to the main deck, then again up to the bridge deck, and once more to a perch at the top of the boat with a spa pool and gym. These mirrored stairs up the boat are something of an ISA signature, and while they pinch volume from inside, they also provide a wonderful flow between decks that's hard to beat.

There's 80 square metres of open deck on the bridge level alone – plenty of space for lounging. But this is also the dining and dancing deck, with its 1,000W speakers fed by Videoworks software and free-standing seating around a table set out for eight. Although the touch-and-go helideck forward – good for a Eurocopter EC135 – has also been pressed into use as a dance floor on occasion. Unusually, real teak for the decks has been eschewed in favour of synthetic Esthec, in a blondish hue, with broad planks running along the centreline narrowing towards each beam. "For the plank thickness we studied mathematical progressions," says Vallicelli, "like the Fibonacci Sequence. It was very challenging connecting this type of decoration with the detailed design of the fixed external furniture."

The Italian designer had a bit more fun with *Okto*'s fluid exterior lines, the brief for which was pretty open. The 66 metre platform could comfortably take a proper third deck, but Vallicelli wanted to keep things low. "The only recommendations were to design an original yacht, unique, and outside any known standard," he says. "All main technical configurations, like the forward helipad, the aft swimming





There's 80 square metres of floor on the upper deck alone

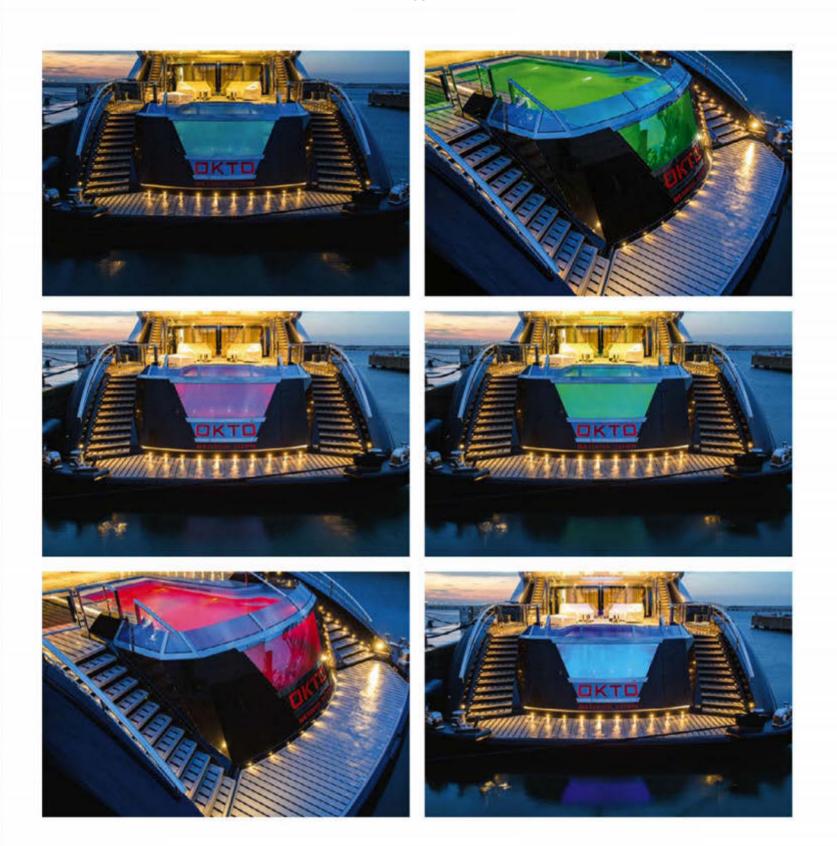


Above: seemingly limitless space on the upper deck blends into a cosy cinema room. The dining table out here can be a single table for eight, or two tables for four





 $On the \ main \ deck, one \ dramatic \ space \ flows \ to \ another, with \ pale \ furniture, dark \ wood \ highlights \ and \ light \ from \ huge \ windows \ providing \ stunning \ contrasts$ 



"The only recommendations were to design an original yacht, unique, and outside any known standard"





"The owner asked us for a modern, easy to live in luxury yacht. He wanted it to be as open as possible with beautiful openings to the exterior"

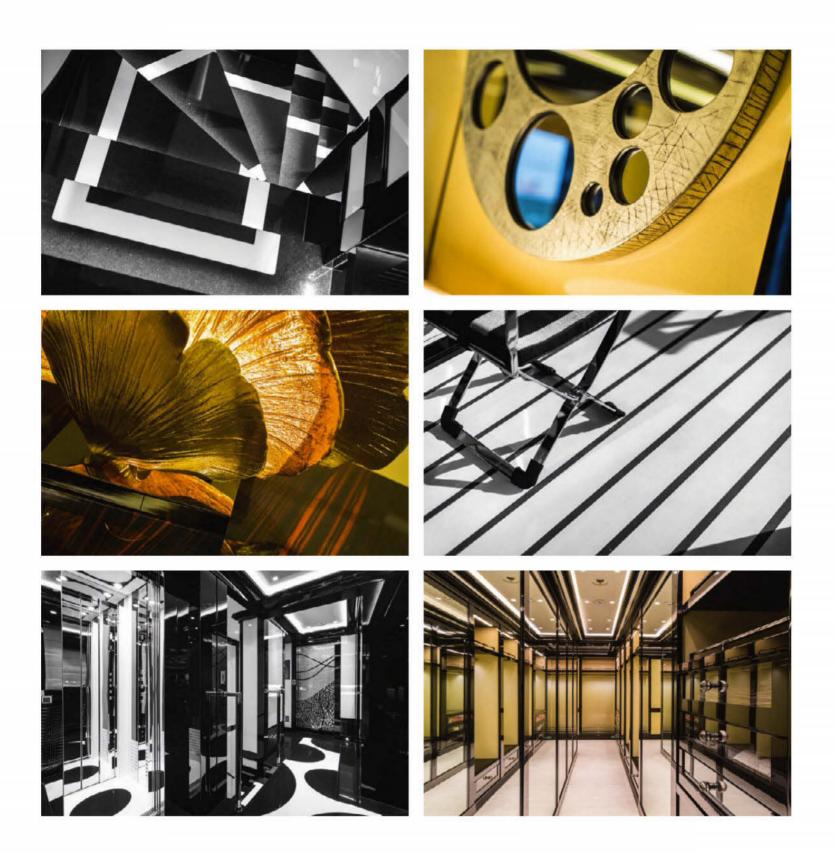


One of the key design motifs is circular, notably in the formal dining area (opposite) given access to the exterior via gigantic doors, and in the upper deck, with its huge TV screen





The doors that slide back to create this epic inside-outside space on the main deck are some of the biggest yet installed on a boat in Italy



"The boat has a sporty allure, which can be found in the interiors by the choice of materials in harmony with the spaces"





pool or the gym on the top deck, were conceived to maintain a sleek and stylish profile." It's a design that flows pretty seamlessly into the interior, which flirts with flashy but never crosses the line. Whether entering on the upper or main decks, the first thing you encounter are circles: a formal dining table below and a circular cinema room above. Both operate as inside-outside spaces thanks to enormous doors opening them onto the decks.

In the case of the main deck, the doors are some of the biggest yet installed on a yacht in Italy, according to Mourkakos, and when fully drawn back – at the touch of a button and whisper quiet – open up a five metre aperture. The fabrics used in the seating on the main deck reflect this openness, and have a beach club feel. A lot of work went into the design of the seating to maintain views out over the water, even when you're at maximum recline. "The owner was fed up owning boats with main decks that never get used," says Mourkakos, who also demanded high ceilings – at least 2.2 metres throughout.

Okto was one of the last boats the late Alberto Pinto worked on before his death in 2012 and the owner's whatever-the-cost philosophy is underscored with the choice of fit-out contractor List of Austria to bring Pinto's designs to life. List's considerable reputation is confirmed in the flawless edging, precision alignment of cabinetry and wonderful clunk as you close lockers and cupboards. Pinto's studio is now run by his sister Linda, who says, "The owner was looking for a style that was simple yet dynamic. The boat has a sporty allure, which can be found in the interiors by the choice of materials in harmony with the spaces." The studio also worked on Alfa Nero, so had a useful understanding of the owner's style. "The owner asked us to continue in the same spirit as the previous vessel, which is a modern, easy to live in luxury yacht. He wanted it to be as open as possible with beautiful openings to the exterior. The grand windows let much light in, so we worked with dark woods for the main lounge and a zebra wood for the upper deck lounge. As for the owner's cabin, it was worked with whitened sycamore wood and the finishes were done in shiny varnish which thus reflects the slightest ray of light."

The owner's quarters definitely need some explaining. Adjoining the main master suite is another cabin, with a big double bed. It's a study-cum-nap room, but could also serve as a VIP cabin, or a bedroom for young children who don't want to stray too far from their parents. As a study it works beautifully, with an enormous window offering fantastic views when sitting behind the desk. Such is the quality of the sound insulation, though, that it can be used completely independently of the owner's cabin, so friends could stay here too. In this arrangement,

the only access to the owner's cabin is through a dog-legged corridor, lined either side with hanging space. The master bathroom and an intimate vanity area are to port, and the corridor isn't so much a walk-in wardrobe as walk-through one.

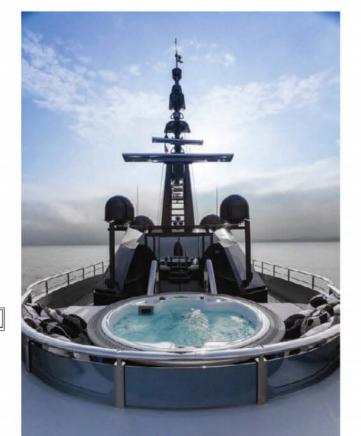
No windows are forward in the master cabin, but a good amount of light makes it through skylights in the deckhead, and to starboard is a fold-down balcony – but with a difference. No owner wants crew trudging through their quarters with stainless steel guardrails that need to be slotted into the balcony when folded down, so Mourkakos demanded a solution that required zero crew. The answer is a system whereby guardrails fold up out of the balcony at the touch of a button, and fold down flush when the balcony folds back up. It's all push-button owner operation. Even cooler – literally – is the technology keeping the bugs out. When the balcony is down, a precise air curtain starts flowing, creating a barrier to insects, and keeping air-conditioned air inside.

The supreme lounging space is upstairs. "The owner hates projectors on board," Mourkakos explains as he switches on the outrageous 103inch plasma screen in the upper deck saloon. Close the doors, lower the curtains and lights with the iPad interface, and select a film from the Kaleidescape entertainment system and you're set for a night in. This is a very popular place, Mourkakos reports. It's served by a big, practical pantry, accessed from the main deck crew area. The galley is narrow but long, and the crew lounge on the lower deck is split into two - so two films can be watched at the same time. A lot of thought has gone into crew movement, with deckies able to access the forward tender garages from the crew accommodation, as well as a superb tunnel on the tank deck running to the double-height engine room. There's no beach club on Okto: the owner could have specced it, but chose extra tender storage instead. It's a good decision, since the intrusion of the deep pool doesn't mean there's acres of space. And when up a few easy steps is one of the best pools on the water, why do you need an extra entertainment area so close? Much better to stuff it with toys and a 6.2 metre Ski Nautique.

We tuck back into Monaco harbour, and I watch from the bridge wing station as skipper Gerads expertly moors us stern-to alongside Quai Rainier ler. It suddenly occurs to me that I haven't asked the obvious question: why did the owner downsize from an 82 metre to a 66? "He said to me, 'George, every time I come on board [Alfa Nero], I see new people, new crew.' So he wanted the same luxury and quality but in a smaller package," Mourkakos explains. He found it at ISA Yachts in Ancona, which has delivered in Okto a boat with all the hallmarks of a Northern European production. As I grab my bag to leave I crane my neck so I can hear if the skipper's turned the engines off. It's no use: I can't hear a thing, except that Aretha song in my head: R.E.S.P.E.C.T.



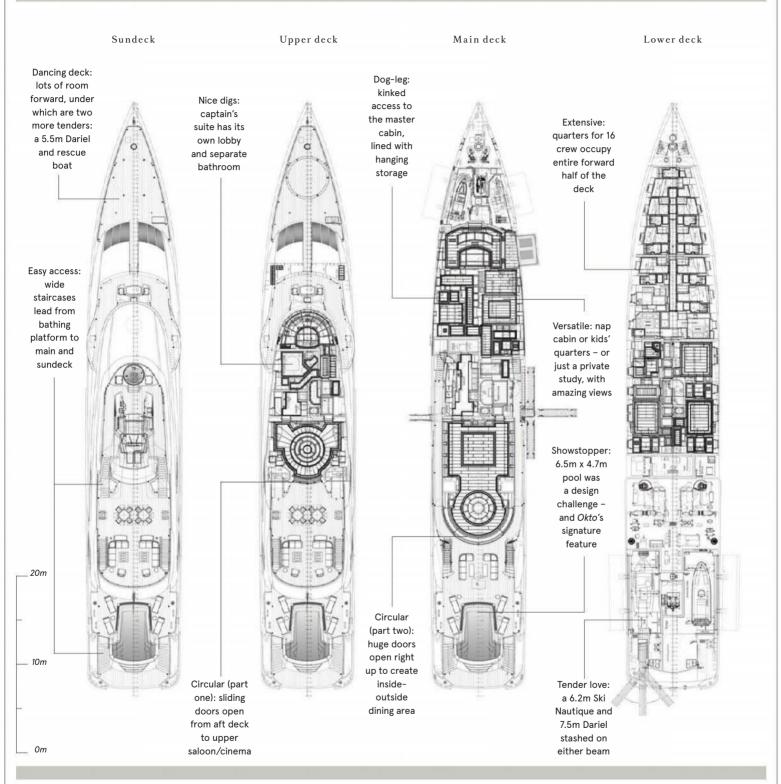
 $Below\ right: the\ master\ suite\ itself\ is\ worked\ with\ whitened\ sycamore\ accented\ with\ dark\ wood\ and\ shimmering\ varnish$ 





# SPECS

# Okto - ISA Yachts



Beam 11m Draught 2.95m Gross Tonnage 1,149GT Engines 2 x 2,366hp Cat 3512C

LOA 66.4m

Speed (max/cruise)
18.75 knots/16 knots
Range at 13 knots
6,800nm
Generators
3 x 200kW Cat C9
Stabilisers
Naiad 820 Zero Speed

Fuel capacity 159,000 litres Freshwater capacity 49,400 litres Owner and guests 11

Owner and guests 11
Crew 17
Tenders 1 x 7.5m Dariel

Jet; 1 x 5.5m Dariel Jet; 1

x Ski Nautique 600CB; 1 x rescue tender Construction

Steel hull; aluminium superstructure

Classification №100 A1 SSC Yacht Mono EP G6 ⊮LMC UMS Naval architecture BMT Nigel Gee; ISA Exterior design Andrea Vallicelli Interior design Alberto Pinto

Alberto Pinto

For sale

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Richard Earp/Stuart Larsen t + 377 93 100 450 w: fraseryachts.com €69 million

Builder/year ISA Yachts/2014 Ancona, Italy w: isayachts.com





### Words - Claire Wrathall

# When disaster strikes in a remote and impoverished part of the world, sometimes fast and capacious superyachts are best placed to help



o one buys a superyacht to save the world. But their speed and range, significant hold-capacity and access-all-areas capability actually make big yachts the perfect first-responders in an emergency situation. A growing number of owners are beginning to appreciate this, with the result that it's not unusual to witness scenes of devastation with a yacht anchored in the distance. Far from disaster tourism – these yachts are helping to save lives.

It was early March just off Pohnpei, one of the four main islands of Micronesia, and Mike Gregory and his crew were watching the weather. "As mariners we're constantly looking out for things," says Gregory, skipper of 73 metre yacht *Dragonfly*. "We'd seen the storm developing in the southern hemisphere and were watching it with trepidation."

What they were watching was the storm that would gather force and grow into the Category Five, severe tropical cyclone named Pam. On 13 March, by which time it was gusting at more than 320km/h, it made landfall on the Melanesian archipelago of Vanuatu, some 2,500km south of Pohnpei, bringing devastation in its wake. Pam destroyed 90 per cent of the buildings on these remote islands, killed at least 24 people and displaced many thousands. As Samuel Willey, community chieftain of a village near the capital, Port Vila, told journalists: "I was born in 1966 and I've never experienced a cyclone like this. It's like a desert. There is nothing standing. We are starting from zero."

The 80 or so islands that make up Vanuatu are well known to Gregory and *Dragonfly*'s owner. "We've been cruising the South Pacific





for a number of years now," said the 32-year-old captain. "We've spent five or six months in Vanuatu and fallen in love with the place."

Gregory felt compelled to do something. "I put in a phone call to the owner and got the nod to deploy down to Vanuatu to help out. We spent the next day loading up supplies from the local hardware store in Pohnpei and got what we could in the way of food and freshwater tanks, and off we went." Everything, including fuel, was paid for by the owner and suddenly a 73 metre, nine-cabin superyacht had become a rapid response, emergency relief vessel.

Built by Silver Yachts in 2009, *Dragonfly* was hailed as the fastest, most fuel-efficient long-range cruising superyacht on the water. She has a transatlantic range at 22 knots and has a fuel consumption of only 360 litres per hour at 18 knots, extending her range to 4,500 nautical miles.

Early on 21 March, having covered nearly 1,600 nautical miles in three and half days, she arrived off Port Vila, the harbour of which had been destroyed by the cyclone. One of Gregory's crew is a doctor – "she's also one of our stewardesses" – and five of them are trained emergency medical technicians. At Pohnpei they had been joined by "five guys from our shoreside security team, some ex-Navy SEALs", who also had medical training.

Through the yachting services company he had previously used in Vanuatu, Gregory made contact with the local government's National Disaster Management Office. He explained that on board he had 10 medics, a desalination plant and 37 1,600-litre tanks and pumps to store and deliver water, and asked to be deployed to the hardest-hit area. "They scratched their heads a little," he says, "and then sent us north to Shefa province."

The scenes that greeted them there were appalling. "There was pretty much 100 per cent damage to all structures and 80 to 100 per cent destruction. Most of the trees were destroyed. There was zero shade and no shelter, so exposure was a big problem, especially for islanders with no access to fresh water, so dehydration was becoming a problem."

During the next week, they delivered more than 60,000 litres of fresh water and about six tonnes of food. "We saw and treated over 250 casualties," says Gregory. "We arranged and facilitated three medical evacuations by helicopter, cleared numerous helicopter-landing zones and access roads and delivered and built shelter in several villages."

It was work that did not go unnoticed. As Joe Natuman, Vanuatu's prime minister, said as the ship prepared to leave: "I want to thank *Dragonfly* for assisting us. We didn't expect it but we really appreciate what they – the captain, the crew and the owners – did, coming and organising this generous assistance to help our people recover."

Dragonfly was not the only superyacht in the area. Also helping out was the 51 metre support vessel *Umbra*, which was undergoing work in Auckland, New Zealand, when the cyclone hit. *Umbra* was among several yachts mobilised by Yacht Aid Global, a US charity set up by another captain, Mark Drewelow. Its motto is "to change the world without changing course" and Drewelow was able to divert a couple of the boats on its books to the disaster area.

Drewelow spent a decade as captain of 32.6m *Dorothea*, which has been described as the original superyacht and on which he circumnavigated the globe before setting up the San Diego-based yacht services agency C2C. "I have always been concerned with corporate social responsibility and how I could give back to the communities I'd visited over the years," he says. "And so I thought, why not use the client base of C2C to move supplies and medical aid around the world and into isolated coast communities as the boats travel."

The first boat it mobilised was a 45 metre ketch, *Timoneer*, which belonged to the late Georgia Gosnell. In November 2006 "she was southbound from San Diego to Costa Rica", remembers Drewelow, "and we approached the skipper about taking supplies, and he agreed. It was a very smooth transaction. One of our objectives is to make it as streamlined as possible for the vessel so there's no disruption to their schedules." All the paperwork relating to customs





This page: aid from superyachts can come in many forms, from food and water to medicine (and doctors) and computer equipment

and duties is taken care of, as are arrangements for the loading and unloading of goods. "It's all designed to be minimally invasive."

Since then Timoneer has made regular philanthropic missions, delivering goods - often medical supplies as basic as bandages and latex gloves, or pencils for schools - particularly to countries in the Caribbean and remote parts of Mexico and Central America, not least the San Blas Islands off Panama. This archipelago of more than 350 mostly uninhabited islets has no sources of fresh water, so drums of water for washing and irrigation, and bottled drinking water, have to be shipped in, making it more precious than dollars to the 50,000 or so people who call it home.

As Gosnell told *The Wall Street Journal* in 2010: "We enjoy going to far-off places and some of what you see makes you feel it's your responsibility to help the people in those communities. When you're sailing to these places, you're using their shore and walking on their sand. What we're doing is an easy way of giving something back."

Sir Richard Branson is another owner with this philosophy. His 32 metre catamaran *Necker Belle* was used to deliver aid in the Caribbean after Hurricane Gonzalo struck last October. A Yacht Aid Global (YAG)

volunteer had sought out yachts heading south at the Fort Lauderdale International Boat Show that year, to see if they could assist in the relief effort to St Martin/Saint Maarten and Antigua.

While Panama's Islas Secas also suffer from a lack of water (the clue is in their name), they have also benefited from YAG-

facilitated trips made by the 49 metre Westport Harmony, bringing water and supplies from Panama City, 62.6 metre Lady Lola and 37 metre Steadfast.

YAG has also worked with a handful of distinguished expedition yachts, among them the 59 metre Huisman-built Seawolf, 63 metre SuRi and Big Fish, a 45 metre long-range yacht built in 2010 by McMullen & Wing to a spec by designer Greg Marshall that specifically incorporates capacious stores for fuel, water, consumables (she has 11 Hoshizaki fridge-freezers in her galley), specialised cargo and supplies for just about any eventuality.

This enabled her to deliver two tonnes of aid – from portable generators and mattresses, to food, clothing, toys, tools and medical supplies – to Lautoka in Fiji in the wake of Cyclone Evan in December 2012. (YAG has sent yachts as far afield as Easter Island and Komodo in Indonesia.) Two years earlier, en route from Fort Lauderdale to Alaska, she had been diverted to the village of San Juan Bautista on Robinson Crusoe island, off the coast of Chile, to help in the aftermath of the tsunami that

struck the island. On the initiative of its crew, under captain Winston Joyce-Clarke, who had established their own charity, Crew4Change, they raised the money to buy \$8,000-worth of computer and sports equipment for the village school, which had been destroyed.

Both Big Fish and Dragonfly are, as it happens, part of the fleet of superyachts managed by Y.CO, which has also been supportive of such missions. "We were 100 per cent behind the efforts of captain Mike Gregory and the fantastic crew of Dragonfly," says its co-founder and CEO Charlie Birkett.

Y.CO has launched two philanthropic initiatives of its own. One, "oceans.eleven", is a group of superyacht captains convened by Y.CO's director of fleet protocol, Scott Lidbetter, a former rear admiral in the British Royal Navy, to encourage and support yachts and their crews to effect positive change. The other is a mechanism by which crew on Y.CO-managed boats can donate a day's pay to charities engaged in relief work.

When we spoke he and two colleagues had just returned from the North Pole to which they had trekked to raise £250,000 for the Royal Marines Charitable Trust Fund and the Lewis Moody Foundation.

"We'd encourage any yacht with the capability to aid the efforts like the one in

Vanuatu to contact Yacht Aid Global and help in any way they can," Lidbetter adds. "Dragonfly's relief efforts have been an inspiration and a great example of how superyachts can effect change and make a positive impact."

"I am incredibly proud of what we achieved," Gregory says, as he

prepares to take *Dragonfly* back to Vanuatu with supplies. "It was a massive team effort. The boat performed beautifully; the crew worked very hard."

And none of it was easy. Gregory spoke of "the emotional toll of being involved in something like this. We're not used to seeing people in distress.

"We're not humanitarians, we're yacht crew. But in that we're fortunate, representing the one per cent, because there is so much good we can do. With a bit of effort you can make a huge difference."



# What makes a superyacht useful in an emergency

- · An onboard desalination plant. If you're to get the water ashore, you'll also need pumps and tanks, to deliver and store it · Refrigerators and freezers to preserve food and medical supplies. This is where long-range expedition yachts that can stay at sea for six months come into
- Big fuel tanks. *Big Fish* has a 96,000-litre capacity, for example
- · A helicopter
- · A capacious hold,
- to load with supplies
- · Big generators





## 1ST AND 2ND AUGUST 2015 | COWES ISLE OF WIGHT

Boat International Media, Ben Ainslie Racing and the Royal Yacht Squadron are proud to present a fundraiser in aid of the 1851 Trust. The event consists of a gala dinner, followed by a day of racing on the Solent.

The 1851 Trust aims to inspire and engage a new generation through sailing and the marine industry. HRH The Duchess of Cambridge and Sir Ben Ainslie are patrons of the 1851 Trust and the Charity is chaired by Sir Keith Mills.





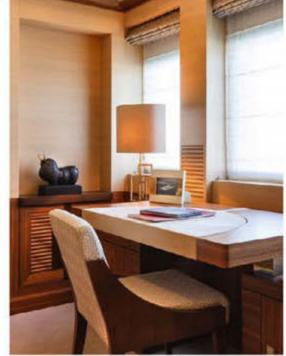
Words - Brendan Lewis Photographer - Emilio Bianchi

# ONFBRAVE YARD + ONEKEN OWNER ONEWSA



ELENA





For the interior, Omega Architects fought being too safe: aiming for traditional forms and materials, but a contemporary ambiance. Above left: the dining room has a forest theme; the upper saloon (below) offers LED stars. Opposite below: Elena's exterior spaces are extensive yet well-balanced

hipyards take their chances when starting a speculative build. Get it right and owners are lured by short waiting times and attractive pricing, since most of these boats are built on standard platforms; get it wrong and you're left with a finished, yet unsold boat, ageing by the day and losing value. In this instance, Heesen got it right – but it was close. In April 2014, the 47 metre hull known then as

Project Margarita was just weeks away from completion at the yard's facility in Oss. She wasn't named because she didn't have an owner, but then a customer visited the yard.

"He was looking for a 37 or a 40 metre," Heesen's sales director Mark Cavendish recalls. "But we also showed him Project Margarita, and explained that she was available and nearly ready. He had a look, then said he'd take her." The agreement was signed in May 2014, and by July the yacht was cruising in Norwegian waters with her new owner and his young family. August was spent in the Mediterranean, and in September she took her place at the Quai des États-Unis for the Monaco Yacht Show. She had a name: *Elena*.

The 10th in Heesen's successful 47 metre displacement class, *Elena* is a five-cabin yacht with berths for up to 12 guests and 10 crew. A pair of hefty, 4,000-series MTUs give her a maximum speed of 15 knots, and with a 60-tonne fuel capacity her cruising range is said to be 4,000 nautical miles. She is built for going places.

Her captain, Mario Merl, an Austrian veteran of some 14 years' service on superyachts, both sail and power, from Italy, The Netherlands and Scandinavia, is full of praise for the yacht. On the foredeck he points to the excellent layout, deep, secure bulwarks and the vast stowage area in the fo'c's'le, complete with workbench: "The guys (crew) really like that," he says. Down in the beautifully engineered machinery space he singles out the power management system, while forward on the lower deck he remarks on how spacious and comfortable the new MLC 2006 regulations have made the crew accommodation.

In spite of the last-minute sale, building such a large and expensive yacht - *Elena*'s asking price was €28 million - is not the gamble it might seem, according to Cavendish: "It's something we do quite regularly," he says. "Clients who might be wary of embarking on a three-year build programme, starting with nothing, are often prepared to come in with a year to go, when the yacht is well on









Above: the informal dining area with bar, tucked under the sundeck radar arch. Below: yet another sunny spot, aft on the main deck







Much of Elena's dècor seems to spring from the natural world, with trees and branches to the fore (above and bottom), while the master suite (above left) is inspired by a pond













Above: the cocktail bar at the far end of the upper saloon. Above left and opposite: in the main saloon and dining area, a light palette of stained oak and cream or off-white leathers

towards completion. It's the shippard taking the risk instead of the customer."

In Elena's case that risk extended into an area the yard doesn't usually have to worry about: interior design and finishing. "There is always the possibility of getting it wrong," Cavendish admits, "and producing an interior which might be too modern for the style of yacht, or too traditional." He cites the example of the fast 50 metre Monaco Wolf, also exhibited at last year's Monaco show, as a yacht that suited a modern, minimalist interior. For the steel-hulled Elena it was felt that something more traditional was in order. Heesen entrusted the project to Frank Laupman's Omega Architects.

"Having no owner to talk to definitely makes the job harder," says Laupman. "There was no detailed brief. So we set out to create a relaxing environment, with traditional forms and materials, in a contemporary ambiance." The studio's well-known use of a visual "horizon" came into play: dark tones like stained walnut and emperador marble below the line, and above it the brighter hues of light-stained oak, cream or off-white leathers and fabrics, and travertine.

Acutely conscious of the fact that he was designing a boat not for one owner but for dozens of potential owners, Laupman knew his team could get so caught up in creating an interior with the broadest possible appeal that they'd end up with something bland. "Of course we worried about being too safe," he says. "So we tried to follow the shipyard style, but also to make it 20 to 30 per cent different. You can't just drive down the middle of the road – sometimes you have to go out to the edge. And we talked a lot amongst the design team, listening to all different points of view to arrive at a balance."

There might have been no owner to lend his personality to the project, but according to Laupman the character of Heesen was itself a source of inspiration: "Heesen has its own style, and attracts people who know that style," he suggests. "Once you work with two or three customers it becomes intuitive."

This gave confidence to the final design – enough certainly to impress our World Superyacht Awards judges, who awarded the yacht a Neptune in Amsterdam in May (for Displacement Motor Yachts of below 500GT – 44 metres and above). Areas of the accommodation are strongly themed: the dining area is a forest; the owner's suite is inspired by the idea of a pond; and the earth tones of the guest suites contrast with the warmth and vibrancy of coloured

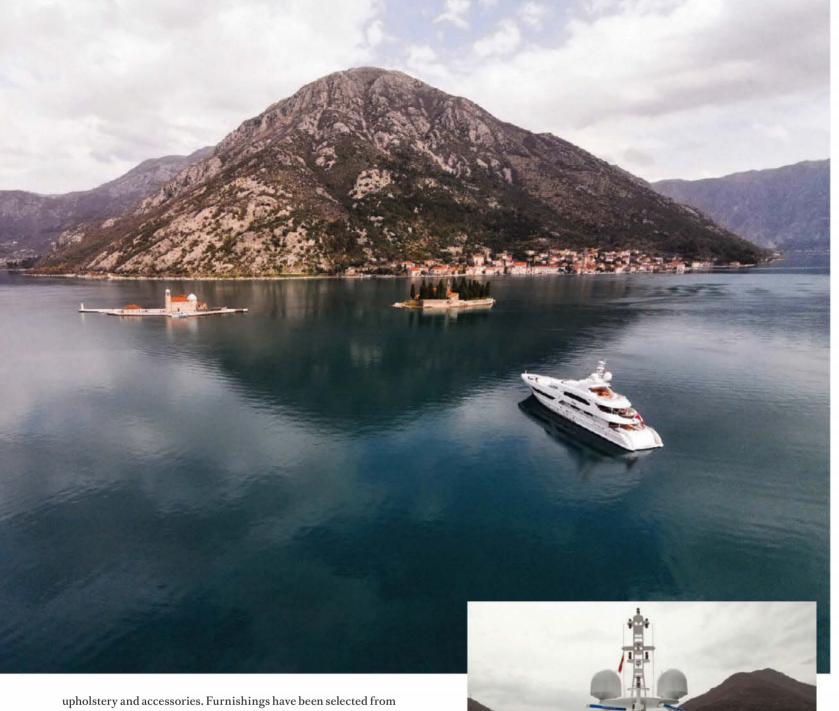








Left: the full extent of the impressive sundeck can be seen, with spa pool fully forward. Above: Elena cruising in the calm waters of Kotor Bay, Montenegro



upholstery and accessories. Furnishings have been selected from suppliers such as German firms Bergers and Pehl, with lighting fixtures by Cantalupi and Porta Romana, among others. There are numerous fabric designs from the likes of Fadini Borghi, Rubelli and Zimmer + Rohde. Engaging details lend the yacht a personality of her own: LED "starlight" in the upper saloon deckhead, for example, occasional tables of twig-like design, and the "tree of life" symbolism in the owner's bathroom.

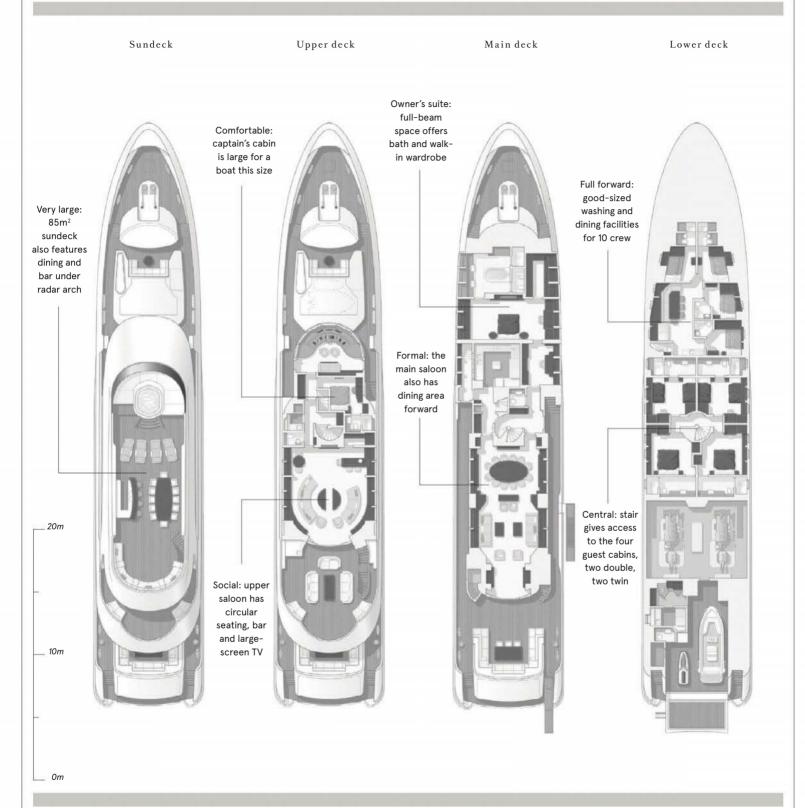
Elena's trials took place in a stern North Sea, her captain recalls, and gave him not a moment's concern. She operates purely as a private yacht and even though she is her owner's first, racked up an impressive 5,600 miles of cruising in her first season.

Many owners enjoy the process of building their yacht, meeting engineers and designers and thriving on the pressures of decision-making. Some even admit to becoming serial yacht-builders, selling on completed projects to get started on the next one. But *Elena*'s owner is clearly more interested in using his yacht than building one, cruising widely, visiting far-flung anchorages and putting her to work doing exactly the job she's designed for. Far from being a speculative venture, you might almost imagine she was built specially for him.  $\blacksquare$ 

Looking for a 37-40m new build, the owner quite quickly found himself in possession of a 46.7m with a 4,000nm range. Elena can really go places – yet always in comfort and style

# SPECS

# Elena - Heesen Yachts



LOA 46.7m Beam 8.5m Draught 3.07m Gross Tonnage 499GT Engines 2 x MTU 8V 4000 M63 Speed (max/cruise) 15 knots/12 knots Range at 12 knots 4,000nm Generators

2 x Kilo-Pak, 99kW

Stabilisers
Naiad 621 zero-speed
Fuel capacity
60,000 litres
Freshwater capacity

Owner and guests 10

20,000 litres

Crew 10
Tender
1 x 6.2m Castoldi Jet RIB
Construction
Steel hull; aluminium
superstructure
Classification

Lloyds \$100A1 SSC YACHT \$LMC; Large Commercial Yacht Code LY2/MCA Naval architecture

Naval architecture
Heesen Yachts
Interior & exterior design

Omega Architects

Builder/year Heesen Yachts/2014 Oss, The Netherlands t: +31 412 66 55 44 e: sales@heesenyachts.com w: heesenyachts.com





















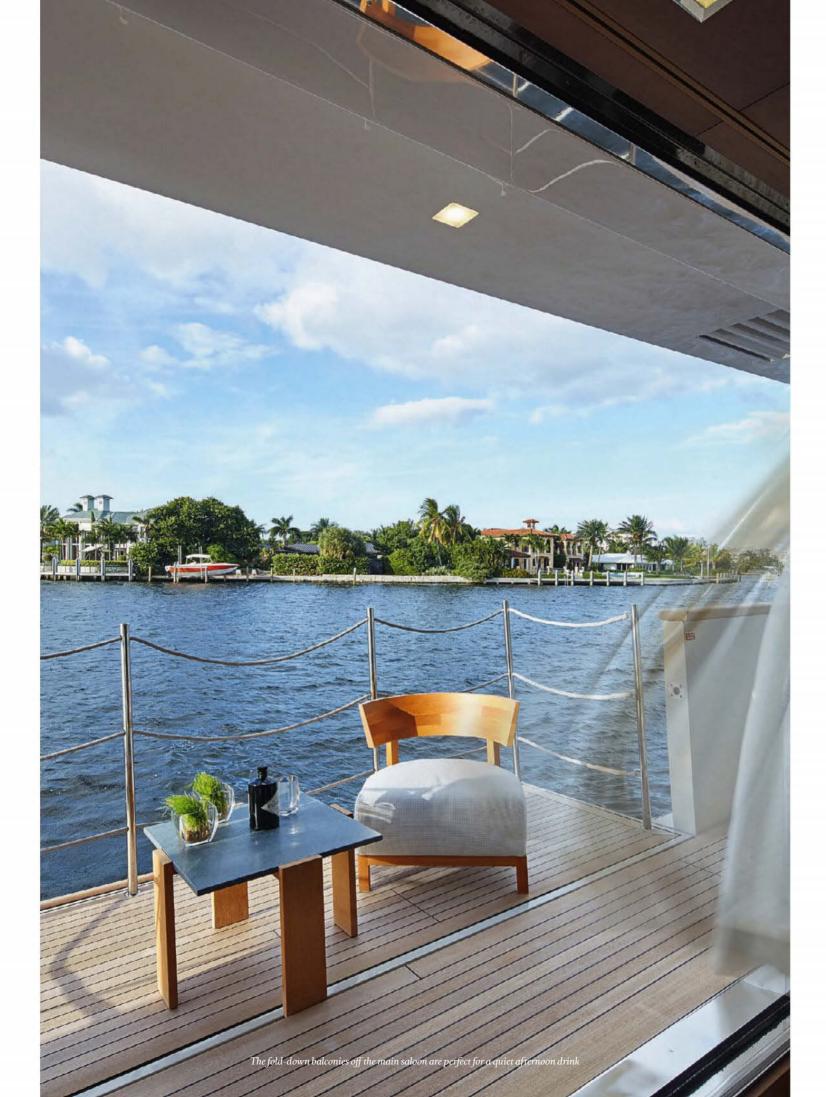














onsidering who owns the Sanlorenzo called O, it's no wonder she's gorgeous.

"I'm not your regular customer who only wants to select colours and soft furnishings," says Javier Sordo Madaleno, head of what is arguably the most influential architecture firm in Mexico and the yacht's owner.

"I wanted to have more say in the design and layout. I admired the craftsmanship of the Sanlorenzo builds and I liked that Max (Sanlorenzo's president, Massimo Perotti) and I shared the same passion for finishes and the same vision for the completely different ambiences that you can create in a yacht. He was willing to go the extra mile with me with this boat, so that made my decision very clear."

O is a sleek and powerful presence at the dock, yet she also conveys a relaxed feel. Her curved side-deck doors and lateral window shape are attributes she shares with other boats in this brand-new SD112 series, but Madaleno's influence is immediately noticeable, too. He worked closely with the builder and designers on the markedly low profile of this tri-deck and her exterior styling relates closely to the spirit of her interior, wherein each space invites lounging.

"The vision for O was to create a very flexible environment," says Madaleno. "Sometimes boats have too many rooms and spaces that are underutilised. My philosophy was to create interesting spaces that could be used for different purposes; this also creates the feeling of a much larger boat."

Her name also has a deeper meaning. "I like the idea of the sun and moon; they are round – the world, planet earth, it is all round. 'O' in pronunciation also sounds the same as the French word <code>eau</code>, which means water," says Madaleno. "The logo is the name O, a small boat that travels with light."

This is Madaleno's fourth and largest yacht to date. Although O is technically hull No.1 of the SD112 series, she was the third boat to launch. "Normally, we may do 25 to 30 renders of a space that an owner wants to customise," says George Jousma, Sanlorenzo's president of the Americas. "With O, hundreds were the norm."













Did this elaborate and lengthy design process create tension? During the 19-month build, Madaleno says he and Perotti in fact became very good friends: "I'm a designer, an architect, and I enjoy the planning and building process as much as using the boat."

The standard aft deck configuration for Sanlorenzo's semi-displacement 112 series features a semicircular door that leads into an interior foyer and bar area. For O, Madaleno instead specified larger aft doors that recess into side pockets, allowing a seamless transition between the exterior and interior. The aft deck includes a television and seating area with a lounge sofa that the owner had widened, the first hint of the design's unspoken invitation for guests to lie down and relax.

In the main saloon, two low and oversized Edra sofas serve as multipurpose focal points. Large fold-down balconies extend the space to port and starboard, and the entire room is wired for the ultimate in sound and lighting quality.

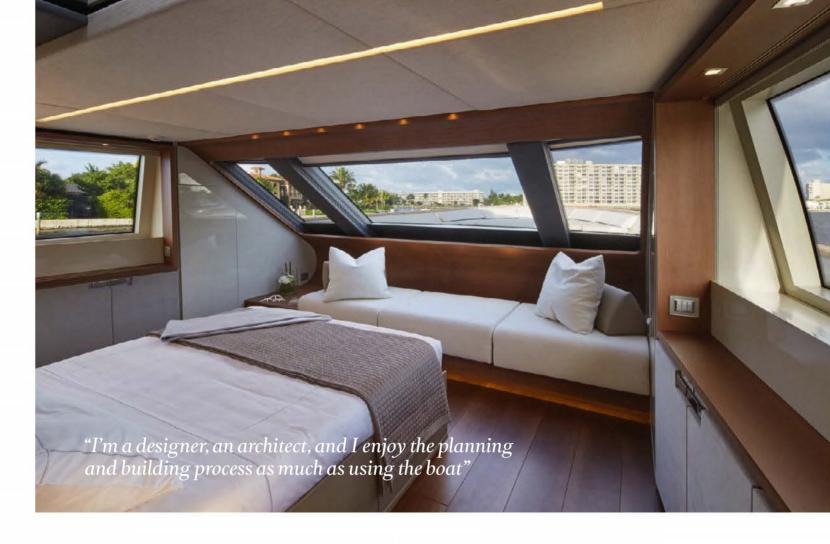
The standard layout situates the main dining area on the upper aft deck, enclosed within semicircular retractable glass doors. Madaleno decided against this: instead he imagined a flexible interior dining space as an invisible part of the main saloon. Table panels are hidden in plain sight within the saloon's forward bulkhead, and the sofas can be easily moved around to form a more formal arrangement. The bulkhead itself serves as an artistic feature, with a textured covering of resin and metal, designed and installed by Italian studio ORK.

"When we want to dine here, we bring out the table and put the tablecloth on top; it becomes a magnificent centrepiece of the boat with both balconies open," says Madaleno. "It's fantastic because you have the reflection of the ocean; at night it's the cosiest place to have dinner.

"With the right lighting and music, the space changes dramatically," he adds. "This is the whole concept that we had for the yacht: the saloon can be a light, relaxing lounge during the day, a cosy movie theatre at night, as well as an elegant dining space on the sea."

Immediately forward of the main deck foyer, the owner's area begins where the dayhead would normally be found. The aim here was to create his-and-hers bathrooms, the first of





which, housing the head, is found at the entrance, along with custom-designed wardrobes and her bathroom with shower. A custom bench with pivoting drawers and a hat-rack by Hermès take up the space to starboard. A long sofa is under the windows – yet another space that beckons one to recline and watch the television that pops up. Madaleno also incorporated a door that leads to a small forward seating area on the bow.

"That was very important on this boat. Usually you think full-beam gives you the view, but if you can open the door and have a private terrace for sunbathing or breakfast, you have the view and so much more."

Another favourite spot for the owner is the upper saloon, where the standard dining arrangement was changed in favour of another seamless transition between interior and exterior with large pocket windows that open completely. Here Madaleno requested a ceiling of Tanganyika with a walnut stain that continues outdoors and lends warmth to the exterior space. A low, square soapstone dining table on this deck serves as an artistic focal point when not in use. "We designed the table to be about 13 centimetres lower than normal tables and incorporated very low seating, so when you look aft you don't have a table and chairs in your line of sight, but rather an elegant sculptural piece."

The O project was not without its challenges, even for an experienced architect and designer. On the sundeck the team incorporated a waterfall flowing from the radar arch into a spa pool. The original design did not call for a spa pool, so Madaleno and the design team worked very hard to incorporate it without altering the boat's sleek profile. Part of the difficulty, he explains, was that to be comfortable and deep enough, the whirlpool needs to be surrounded by high walls. Yet he wanted to make it easily accessible from the surrounding low-profile sunpads. A smart solution was to work with the boat's structure and the beams to gain depth seamlessly. "I'm proud of the end result," says Madaleno.

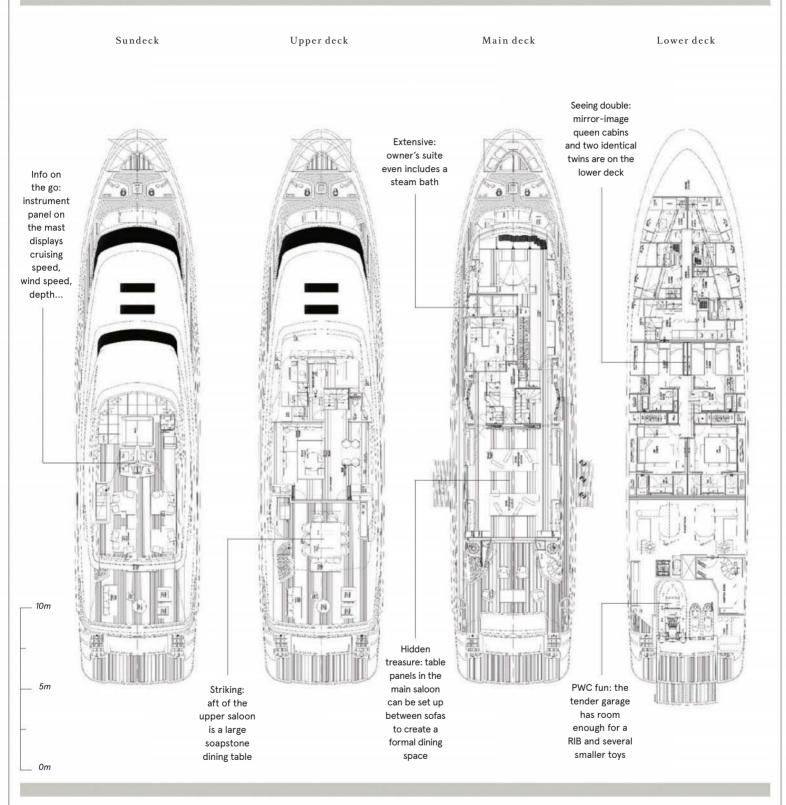
Now that O is finished, "I try to spend as much time as I can on board," he says, "as many as 60 to 70 nights a year." Owners usually can be categorised as two distinct types: those who enjoy building their yachts and those who like to use them. While clearly Madaleno revelled in the design and build process, he appears to be a perfect balance of the two.  $\square$ 

Above: the owner's suite is a brightly lit space with great views. Note the door leading out to a private seating area. Opposite below: two big Edra sofas may be the focal points of the main saloon, but the fold-down balconies are the wow factor



### SPECS

### O - Sanlorenzo



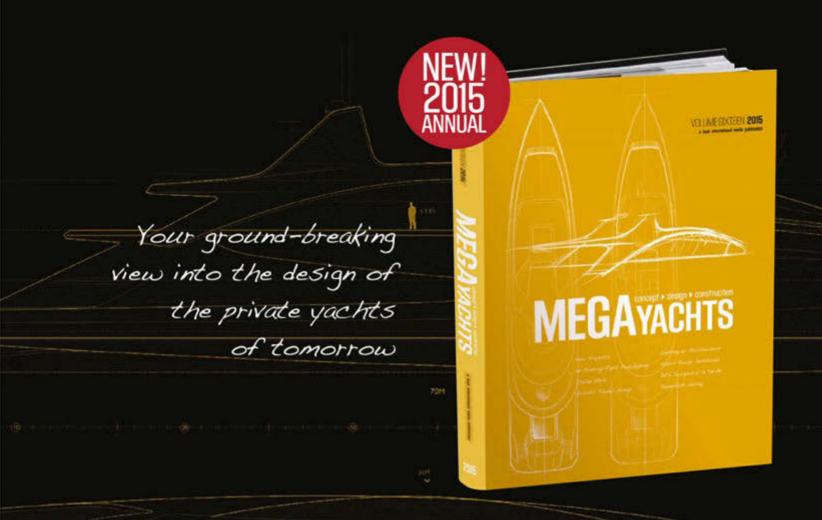
LOA 34.1m Beam 7.7m Draught 2m Gross Tonnage 266GT Engines 2 x 1,450hp Cat C32 Speed (max/cruise) 17 knots/11 knots Range at 11 knots 2,750nm Generators

2 x 50kW Kohler

Fuel capacity 24,984 litres Freshwater capacity 4,000 litres Owner and guests 10 Crew 5 Tender
Williams Jet
Construction
Composite
Classification
RINA

Naval architecture and exterior design Sanlorenzo Interior design Javier Sordo Madaleno; Marty Lowe Interior Design

Builder/year
Sanlorenzo/2014
Ameglia, Italy
t: +39 0187 6181
e: welcome@
sanlorenzoyacht.com
w: sanlorenzoyacht.com



# THE CAYACHTS

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### LET'S GET THIS PARTY STARTED

Forget the guest list (for now). For a night to remember, says Marilyn Mower, you need to start at the design stage



Above: the dining area and atrium on Sherakhan.
Opposite above: partying the superyacht way, at the Monaco Grand Prix.
Far right: Kismet, with multiple staircases and a lift, can host up to 200 people

ime was when a yacht owner would rock up to Monaco or Ibiza and hop off to dance the night away on one of the world's most jet-set club crawls. Nowadays, the in thing is to make the party come to you, ensuring your yacht is the hottest invitation in the harbour.

Fame being both fleeting and fickle, today's yacht designers and equipment manufacturers are all trying to future-proof their current projects so that this season's party queen doesn't need to lose her crown to next season's trend princess.

When it comes to designing and equipping a yacht that can party hearty, there are plenty of core factors: circulation pathways, space for various functions and fun, places to observe and be observed, behind-the-scenes service support space for waiting staff and caterers, food display areas and bars for guests, and plenty of power for the ultimate in AV party gear, both domestic and imported.

Because most yachts are designed to meet MCA's LY2 and now LY3 requirements, they are able to host 12 passengers plus crew. An enlightened and hospitable host might request outdoor dining space for half as many people again so as to include shore-based friends. But when a yacht owner wants to party hard, the yacht needs to accommodate 50, 100 or even more people and the design has to take everything into account, from heads to handrails. To help you, we have broken the subject down into key areas to take into consideration before you get your party started...







### **CIRCULATION**

The single interior and aft deck staircase that usually serves to move 12 people through three decks will be the source of unseemly traffic jams on party night. The 95 metre *Kismet*, for example, is designed to host 200 people for corporate events or celebrations. Thus her party central main and upper decks are served by two interior staircases and a lift, while the aft exterior decks are connected by multiple separate staircases. Crew enjoy separate portside staircases, including one that allows them to pop out undetected in the top deck pantry.

A word about walkaround side decks here. Not only do they improve yacht operations for things such as cleaning and docking, they allow guests to stroll away from noisy music areas for a good conversation, a phone call or to find respite on all that nice real estate on the forward deck areas. Open side decks enhance serviceability for crew and caterers as well.

Speaking of caterers, what large home these days is built without a caterer's kitchen or pantry for staging large events? Your typical onboard galley may be up to the task of dispensing 62 meals a day, but they aren't all served at the same time and where will you put 400 canapés and stacks of petits fours? The crew lounge? And how accessible is that? Large pantries on each deck aren't a luxury: for owners who entertain, they are a must. And those open portside decks can be used as staging areas.

### BARS

These are not random things: cleverly placed, bars are a smart way to move guests around the yacht. People congregate at them, especially if they have comfy stools, so don't put them near the stairs. Use them to draw guests across a deck. In fact, if you want an atmosphere in which guests mingle or do business, eliminate wet-bars in favour of passed-drinks service on all but the uppermost deck.

The series of yachts named *Gallant Lady*, operated by Jim and Jan Moran for corporate and philanthropic purposes, used this scheme to eliminate knots of people who stayed in one space. Bars need to be placed with respect to crew service pathways as well: no one wants to see crew waltzing across the dance floor with a dripping black rubbish bag.

### FOOD DISPLAY AND GRILL STATIONS

Parties involve grazing and that means you will need multiple food stations and places for show-stoppers such as ice sculptures (which involves lighting) and perhaps signature spaces such as a teppanyaki grill. The 96 metre *Palladium*, designed by Michael Leach, has huge alfresco buffet servers where the stone counter surface can be chilled or warmed as dishes require. The 42 metre expedition yacht *The Big Blue* has a custom-made table with a long trough down the middle for keeping chilled shellfish at the ready.

For fine-tuning deck design, ask a party planner how he or she would stage a party in that space. You'll get dozens of questions, from floral arrangements and seating to where you can plug in a microphone when the owner wants to make a speech. Hint: a good backdrop for photos.



Above: the large stone outdoor buffet-servers aboard Palladium. Below: Highlander's fun-packed bridge-deck lounge





Above: the ground-breaking video wall on the main deck aboard Big Fish. Below and main image opposite: the art and light show on Sea Force One – bold statements for a charter yacht



### ATMOSPHERIC EFFECTS

Make a bar truly multi-functional by using it to house a smoke machine, coloured lights and speakers. "Wireless smoke machines can be positioned in multiple points. In a disco environment they boost the effects of lighting and lasers," says Sara Stimilli, from the Italian AV firm Videoworks.

"I like haze machines that produce light and fog to enhance the presence of a performer," adds Stimilli. Light machines that have programmed show modes as well as soundactivated modes are most popular with DJs. One piece of kit called the ADJ Fog Fury Jett blasts fog out to

a distance of five metres, mixed with a beam of colour.

How about a snow machine that weighs only 3.5 kilos, is small enough to fit in an overhead cupboard and throws the white stuff over a distance of six metres? The really cool thing is that the owner can control the lights and the atmospheric effects from their smart watch.

### **VIDEO**

Video screens are no longer single installations in a cabinet. *Kismet*, for example, has two walls that are two decks high, creating ambient experiences for guests with a menu of visual backgrounds. They can also act as virtual windows with live HD camera input or a video loop. The 45 metre expedition yacht *Big Fish* started the trend in 2010 with a single video wall at the core circulation area that showed the day's activities or multiple sports events simultaneously.

"We've done video floors, tables, even pool bottoms. Thin waterproof OLED screens are flexible in size and shape," says John Reimer of Techno Gurus. "Virtual windows are fantastic in low areas where you can't have big windows. We've used them in gyms, staterooms and crew areas. Waterproof high-def cameras can be used to beam the dance floor action to other parts of the yacht."



### SIX OF THE BEST CHARTER PARTY BOATS



### Force Blue

A mix of flowing and cosy spaces on this 63.3m Royal Denship – plus a secret spa pool up top – equals a flexible party charter. Next day, the stunning spa will revive and the hungover can hang out in the cinema. Summer/Winter: Med, from €235,000pw, fraseryachts.com.



### Highlander

Penned by Jon Bannenberg for Malcolm Forbes, the 49.45m 1986 Feadship got a colourful new interior last year, while her winter-garden is one of the loveliest spaces afloat for a small party. Summer: Med/winter: Caribbean, both from \$150,000pw, edmiston.com.



### Icon

The 68m got party ready with a refit and extension in 2014. Start in the big beach club, move up to the infinity pool – centrepiece to an evening soirée. Summer: Med from €500,000pw/winter: Caribbean from €484,000pw, camperandnicholsons.com.



### Sea Force One

From the glossy grey paint-job to the kaleidoscope of coloured lights, DJ console and wild art, this 53.8m feels like a slick nightclub. Full-on interiors are balanced with pared-back exterior decks. Summer/winter: Med from €250,000pw, oceanindependence.com.



### COLOUR MY WORLD

Nothing says party like coloured lights and incorporating indirect RGB lighting elements into your plan is an easy way to change the mood. The 66 metre *Ester III* has deck areas where large opaque panels that look like innocuous wind-breaks by day, light up the nights, bathing the decks in all the colours of the rainbow.

Nowadays we also see the use of the light beams obtained by narrow-focus LEDs and reflectors. Laser lights are a hot item, as are searchlights that sweep across the sky or pulse over a yacht, like a beacon for beautiful people. A projector loaded with images and a special lens can also be directed to bounce images off a mirror to create holograms.

### MUSIC

Every experience has a soundtrack. Charlie Birkett, cofounder of Y.CO, is so tuned in to the role music plays in the yachting lifestyle that he's partnered with DJ Natalie Earp of Sound Purpose, to create custom music experiences called Y.Play, so yachts can have personalised playlists.

Of course, speaker placement is critical to enjoyment. "For most shipyards, the default mode is to position speakers in the overhead," says Birkett. "The ceiling is the worst place for music and movie sound. Only speakers that issue emergency instructions should be in a ceiling. For surround-sound sensation, you want music to travel laterally." Custom thin speakers can be mounted practically anywhere and disguised with special fabrics. A device called a ribbon tweeter is part of Y.CO's disco deck kit because the sound is transmitted from a surface, not a single point. The owner of the 85.1 metre *Solandge*, where build was managed at Livrson by

whose build was managed at Lürssen by Richard Masters, ensured a professional DJ station was built into the furniture of the sundeck, ensuring an adequate supply of power and wiring to all speakers on board. "A lot of yachts try to squeeze the DJ into a pantry," says Masters. "That doesn't work for anybody."

On *Kismet*, the connection for a DJ table is on the observation deck – a great vantage point for managing lights and music – and one can patch in the connections for anything. The key is putting

waterproof plugs in all the likely places.

Planning for a party boat means being upfront about expectations and bringing the AV company into the mix early enough to avoid disappointment later. At last spring's Superyacht Design Symposium in Kitzbühel, Austria, Maurizio Minossi from Videoworks spoke about a party deck installation with a power budget of 8,000 watts – about 80 times that of a car stereo. The tricky part is, the bigger the speakers, the closer they need to be to the amplifier.



Above: Ester III's design includes large lighting panels that transform her at night

### AS FOR KARAOKE...

John Reimer recommends spending more for a system that lets you change the key of a song to match the singer's range. A professional mic is worth the £200 or so to deal with all conditions and give guests the best shot at stardom.

### FILM NIGHT

Most onboard cinemas can only accommodate the number of people on a legal passenger manifest. So if you

want to share your story with the world, you need an outdoor screen.

A growing number of yachts are fitted with front- or rear-projection screens that drop from the overhead, but Porsche Design makes a 201-inch LED screen called C Seed, with more than 780,000 LEDs.

HD rear-projection portable screens are available to 16 x 27 inches, or 382-inch diagonal. Imagine a next-gen Blu-Ray UHD player driving that! UHD content is four times the resolution of full HD, or 3,840 x 2,160. But it won't just be the resolution of UHD, these Blu-Rays will support a larger "colour space" or greater percentage of the visual spectrum. The current HDTV colour band is

about 30 per cent of the visible spectrum, whereas the next generation BT.2020 colour standard will render 75 per cent of the spectrum for richer, more accurate colours.

The next gen Blu-Ray will also be able to take advantage of the faster film rates that directors such as Peter Jackson and James Cameron are now shooting in, eliminating the blurring of action sequences. The good news is that the new UHD Blu-Ray players will be backwards compatible.



### Sherakhan

A 7m atrium saloon is the show-piece of this 69.6m. The downstairs dining table seats 26; the bar above feels like a VIP club and an 18-person glass-bottom spa pool is on the sundeck.

Summer: Med from €385,000pw/winter: Caribbean from \$385,000pw, y.co.



### Titania

Refitted in 2012, this 2006 Lürssen sprawls through 73m, with space for 200 on her sun- and pool-decks alone. For smaller gatherings, the bar on the latter deck seats eight – with another four pool seats. Summer: Med from €490,000pw, burgessyachts.com.

Above: Porsche Design's huge C Seed LED screen, which can also roll up conveniently into a storage cylinder





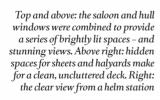
# Visionary

"I want an unobstructed view of the sea – from my saloon..." Given such a request, the designers of fast-sailing 24 metre Bliss II have created a remarkable craft, where the horizon is the only limit











hen the owner of *Bliss II* was looking to upgrade from his 17 metre ketch-rigged clipper, the brokerage market was his first destination: "But no yacht fulfilled the combination of pure functionality and the aesthetics of design I demanded," he remembers. He was left with no choice, therefore, but to build new and contacted two German design agencies, one of which was beiderbeck designs, re-established by Immo Lüdeling and Tim Ulrich in 2010. Ulrich recalls the early discussions starting at 21 metres, then advancing to 23 metres and finally to over 24 metres. At this point an unusual thing happened: Lüdeling and Ulrich said, "No."

The designers weren't comfortable going ahead with the project, saying a 24 metre platform was too big for the owner's sailing ambitions. But then an even stranger thing happened: the owner relented. He agreed to go with the recommended 22.9 metre waterline length,

but with a big condition: no yacht of equivalent size could be faster. He eventually did get his 24 metre boat – albeit overall – with the addition of a fixed bowsprit to take a big Code 0 headsail.

This spar has the added benefit of providing a neat solution for the anchor – "always a problem on a boat of this size", according to Lüdeling.

"Stowing it in the forepeak and getting it out automatically costs a lot of space, demands complicated engineering and disturbs the aesthetics on deck." On Bliss II the titanium-shanked anchor hangs beneath the elegant bowsprit, which offers the perfect location for the tack of the Code 0.

The next feature demanded by the owner was an unobstructed view over the water while sitting in the saloon. The daring solution Lüdeling and Ulrich came up with was to combine the saloon windows with significantly larger hull windows, giving the yacht its distinctive look – like something from sailing's future. Ulrich, himself a naval architect, asked engineers at Gurit to conduct a feasibility study on the structural implications of so much glass and got the thumbs up. The large panes are made from laminated security glass and glued in without any frames. Long carbon boxes along the gunwale provide the necessary stiffness plus enough space to run the main and Code 0 halyards, as well as the mainsheet and sheet for the self-tacking jib – both of which are controlled by Magic Trim systems – leaving the side decks obstruction free.

The open vistas created by the windows are stunning. "The outlook to the sea is indescribable and creates a truly unique atmosphere," the owner says proudly. But they're not the only surprise. Take the cockpit between the helm stations and the black-glass sliding door that forms the entrance to the saloon. This uncluttered comfortable island is free of sheets or lines and sheltered by solid varnished teak backrests. The table can be lowered to form a large sunpad, while the benches along the back

of the superstructure are the perfect distance from the backrest to put your feet up. Beneath are a guest shoe locker and generous icebox.

This whole area can be protected in the blink of an eye by a sailcloth bimini fixed to carbon stanchions, an arrangement that has already proven itself, withstanding 20 knots of wind during sea trials. The interior has a warm ambiance – the light from the big windows accentuated by a simple colour palette, bright surfaces, and deep leather for the upholstery. Sea charts, dragon and mermaid motifs, and tiny spotlights forming the star signs of the owner's family, are extremely pleasant embellishments.

Guests are accommodated in two cabins aft of the saloon – both arranged as twins that can slide together to create doubles – while the owner gets a cosy cabin forward; it isn't blessed with acres of floorspace, but does get some bench and bureau space, and the night

sky represented in LEDs in the deckhead – as well as the real thing through a large skylight. If young children are on board, the crew cabin can be turned over to them, with the door moving to a second frame so the space becomes part of the parents' quarters.

The deep lifting keel and keel box were made by APM and are state of the art, as is the whole carbon rigging package by Hall Spars, consisting of the mast, the solid stays and the furling boom, which was specially designed

to the owner's wishes. The hydraulically operated gangway, meanwhile, and the steering wheels are made from carbon and teak. The steering gear for the twin-blade rudders newly developed by JP3 uses a traveller, traveller cars and rams and is very direct.

For trips ashore, a 4.2 metre Williams jet tender in the stern garage is lifted into the water by an extendable hydraulic cylinder in the furling boom. It was all brought together at the Cyrus Yachts yard in Antalya, Turkey, which specialises in semi-custom motor yachts, but is adaptable enough to take on sailing projects, too.

The yacht's first sea trials confirmed her pedigree: a mix of German design and Turkish shipbuilding. In moderate winds, *Bliss II* sailed soft and fast, with speeds exceeding the actual wind speed. She also manoeuvres well, despite her 5.85 metres of beam stretching over the last third of the hull. "She is sailing like a dinghy," say the designers, who went through 33 hull shapes before settling on the one used for *Bliss II*. They chose the best all-rounder, which still packed plenty of performance, which was important to this owner, who wore a broad grin on taking the helm for the first time.

His approval was further underlined when he was asked whether he got what he wanted: "The feeling of being on board  $Bliss\,II$  at sea comes already very close to what the boat's name expresses."  $\square$ 

unique atmosphere"





Below: the owner's cabin forward is a cosy space, that still manages to fit in a desk and seating. Opposite: Bliss II's fixed bowsprit can be seen – not only is it the perfect launch point for the large Code O sail, but it cleverly also holds the anchor

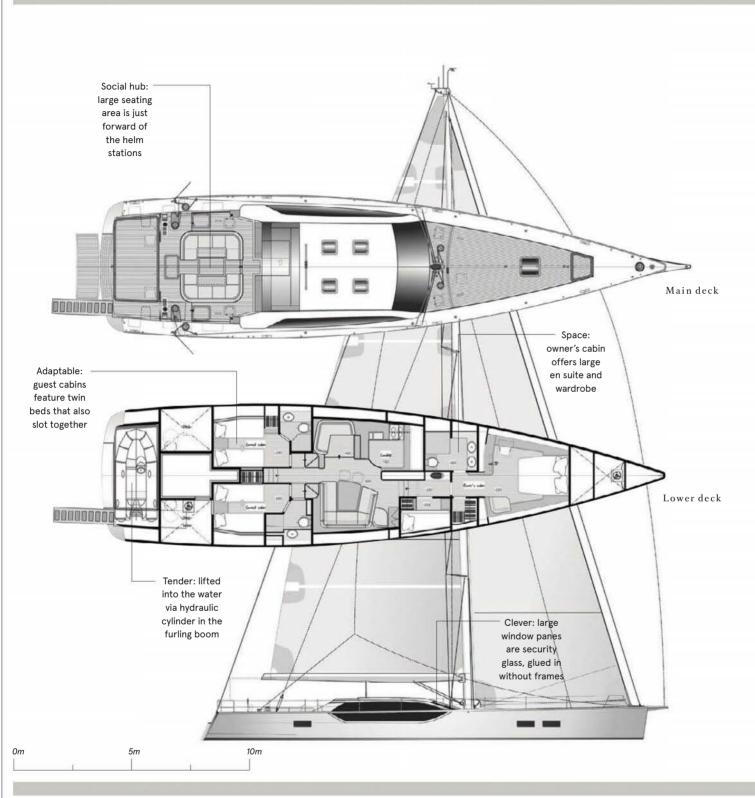






### SPECS

### Bliss II - Cyrus Yachts



LOA 23.97m LWL 21.10m Beam 5.85m Draught 2.7m-4.4m Displacement 36T Engine Steyr, 190hp Generator Fisher Panda 25i Fuel capacity 1,700 litres

Freshwater capacity

1,405 litres
Sails/spars
Incidences; Hall Spars
Total sail area
upwind/downwind
298m²/423m²
Owner and guests 6

Crew 2
Tender
1 x 4.2m Williams Jet
Construction
Composite
Classification
CE Cat A

Naval architecture and interior design beiderbeck designs t: +49 421 66 23 53 e: yacht@ beiderbeckdesigns.de w: beiderbeckdesigns.de Builder/year Cyrus Yachts/2014 Antalya, Turkey







The Ocean doesn't care. She doesn't care how long your craft is. Or who's on board. She doesn't care what vintage you're sipping. Or who made your sail. The Ocean doesn't care about any of that. She's been here forever. Seen the earliest of log rafts trying to cross her. Carried Vikings to war. Witnessed Armada's. She's got better things to care about. Her big fish are almost gone. A fifth of her coral reef lost. Blue fin tuna on the edge of extinction. Getting 10% of the Ocean registered as protected waters by 2020 will heal her. Replenish her. The current 3% isn't enough. 10 will be. The Blue Marine Yacht Club is for yacht owners who care about her. Who want to sail responsibly. Get involved in making the Ocean a healthier happier place. Become a member of a yacht club that stands for something. Put something back. Fly our burgee. Love the Ocean. To join call 020 7845 5850 or email us at bmyc@bluemarinefoundation.co.uk Blue Marine Yacht Club











### THE CHEF

Born in the Landes region, south west France, Alain Ducasse's culinary empire now includes 24 restaurants in eight countries, with a total of 19 Michelin stars. He is based at the threestarred Le Louis XV at L'Hotel de Paris in Monaco, which serves what he describes as a "haute version of the humble Mediterranean cuisine".



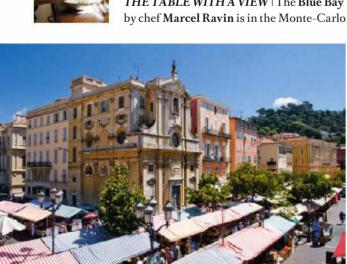


### CÔTE D'AZUR

Alain Ducasse, of Le Louis XV. Monaco

THE BEST BISTROS | A stone's throw west of Monaco, in La Turbie, is Bruno Cirino's Le Café de la Fontaine, a must-visit for casual lunch in a friendly atmosphere. The menu changes daily based on Cirino's finds at the neighbouring markets. I like the fresh ravioli with salva or green peas, traditional vegetable pistou soup or the red mullet. Further west, in the old part of Nice, Armand Crespo has transformed Le Bistrot d'Antoine into a rendezvous for gourmands. He never compromises with the quality of the produce. I enjoy his veal Bolognese or the roasted pig in cocotte. A little farther, in Cagnes-sur-Mer, the extraordinarily talented Jacques Maximin has made Le Bistrot de la Marine a must. He can turn the most humble fish or crustacean into a feast: cod with coco beans; calamari served in its ink.

THE HOLE-IN-THE WALL | Born in Alsace. Noël Mantel worked with me in Monaco and settled in Cannes, where he owns Restaurant Mantel. His risottos with green asparagus or truffles in season are reason enough to visit this tiny place in the Suquet part of Cannes. THE TABLE WITH A VIEW | The Blue Bay





alain-ducasse.com

galangal or a lobster flambéed with old rum from Martinique, his homeland. THE DECADENT PICNIC | If you are looking for an unusual experience, head to La Bastide de Moustiers. Make sure to book. Upon arrival, the inn's refurbished 1950 Chevrolet pickup will drive you to a secret place where the staff will have arranged a delicious picnic to enjoy while admiring a breathtaking Provencal landscape. THE SIMPLE SUPPER | At La Merenda, near the Saleva open-air market in Nice, Dominique Le Stanc cooks the genuine Niçoise cuisine: zucchini dumplings, Swiss chard pie, stuffed vegetables. THE DREAMY BAKERY | In the old town in Antibes Veziano serves the best pissaladière - but also try its fougassette (soft crust bread) and tourte de blettes (Swiss chard pie). Chez Pipo serves the

Bay hotel, with an amazing sea view. Ravin

uses surprising condiments and spices - a

fresh sole and tamarind, sea scallops with



best socca in Nice. A monument.

Left: two Nice highlights are the Cours Saleva open-air market. famous for its flowers and Chez Pipo, known for its socca



Ahove: Alain Ducasse's Michelin-laden Le Louis XV







Stylish luxury and spectacular views abound at Casadelmar on Corsica





THE CHEF

Son of a northern Italian baker, Fabio Bragagnolo worked his way to souschef at Il Carpaccio, in Paris's Royal Monceau hotel. He was closely involved in Casadelmar's rise to two-star Michelin status and became head chef in 2014. With views over the Bay of Porto-Vecchio and the mountains, it has been visited by Giorgio Armani and Robert de Niro. The latter enjoyed a food and wine-pairing menu so much he bought a case of every wine he tried.



Accommodation at La Plage Casadelmar is beach-inspired simplicity itself

## CORSICA Fabio Bragagnolo, of Casadelmar, Porto-Vecchio

LOCAL FLAVOUR | I use local marjoram in a passata of green beans, morels and port wine. And because the flowers and herbs of the island are so fragrant, the honey is wonderful. The Valentini family, based near Bastia, has been keeping bees for 20 years – I serve duck glazed with this liquid gold. The seafood found off the coast is some of the finest in the Med. There is a sea bass I use in a cannelloni with spider crab, caviar and bergamot. And one of my favourite dishes uses red tiger prawns with a shellfish sauce and crispy algae on top of gnudi (a pasta dish similar to gnocchi or the inside of ravioli) of chard and brocciu – a local cheese.

THE HOT TIP | La Plage Casadelmar is a five-minute boat ride across the Bay of Porto-Vecchio on the Benedettu peninsula. This summer it has a new chef, Gianmarco Francesconi, from the Four Seasons, Geneva, and I anticipate great things from him. THE BEACH FEAST | The next bay along to the north, Baie de Saint Cyprien, has several beach clubs and my favourite is Le Cabanon

**Bleu** - I go there for the white sand, turquoise water and, above all, the lobster.

THE PORTSIDE PEARL | In the north of the island, I recommend Le Pirate in the small fishing village of Erbalunga. It is a charming portside restaurant in the shadow of a ruined Genoese tower.

THE AUTHENTIC EATERY | If you are prepared to leave the sea and have your feet on the ground for a day, it is worth heading into the Alta Rocca region in the heart of the island, with its dramatic mountains, forests and bronze-age megaliths. Levie is an hour from Porto-Vecchio (or 30 minutes from Propriano on the west coast) and A Pignata is an authentic farm inn that serves traditional Corsican cuisine: roast lamb, cannelloni with brocciu, flageolet casserole and beignets. THE CLIFF-FOOT HAVEN | My favourite picnic spot is in Golf de Santa Manza, close to Bonifacio. Come ashore beneath the limestone cliffs on Balistra beach and admire the view. casadelmar.fr

Below: there's a private whitesand beach and alfresco dining at La Plage Casadelmar





Left: Le Pirate, in Erbalunga, 10 miles from Bastia, overlooks the charming harbour





### THE CHEF

The Michelin-starred Italian chef Giancarlo Morelli opened Pomiroeu in Seregno, near Lake Como, in 1993 and it has become known as the place for risotto. This year, as last, he will close the restaurant from June to September, relocating his team to Phi Beach club in Sardinia. Its private, laid-back atmosphere is appreciated by VIP diners including politicians, actors and footballers.





Phi Beach, near Forte Cappellini, is known for its stunning location, rock formations and glorious sunsets. Above: it's also now home to Giancarlo Morelli's amazing Pomiroeu cuisine

### SARDINIA

Giancarlo Morelli, of Pomiroeu, Phi Beach

LOCAL FLAVOUR | I use the island's amazing wild herbs with soft cheese as a filling for fried panzerotti to accompany cold meats. Myrtle is the flavour that sums up Sardinia for me and I serve a panzanella (Tuscan bread salad) with tuna that has been lightly smoked and perfumed with myrtle. In Abbiadori, outside Porto Cervo, is a very good bakery and pasticceria called Sa Conca, as well as greengrocers and other shops that are supplied by local farmers and shepherds and offer real freshness and quality. And there are great places to moor up for a picnic. My favourite is the small island of Tavolara. THE RUSTIC BEAUTY | One of my favourite restaurants is 20 minutes inland from Porto Cervo, in San Pantaleo: Giagoni in Piazza. It's a beautiful old stone house, which the Giagoni brothers have transformed into a restaurant. They serve Sardinian pasta specialities, such as culurgiones (potatoand mint-stuffed ravioli) and small, round sa fregula. They also serve arguably the best lobster on the island.

THE CULINARY CLASSIC | For a real taste of traditional Sardinian food, take your boat to Isola Maddalena off the north coast. Il Rifugio dei Peccatori has done a great job of researching the local cuisine and serves the classic roast pork, grilled meats and the delicious dessert, seadas (fritters stuffed with pecorino cheese and drizzled in honey). THE HAUTE CUISINE | My friends have two excellent restaurants on the island: Roberto Petza at the Michelin-starred S'Apposentu in the middle, and Luigi Pomata's eponymously named place in Cagliari.

 $THE\,MIDNIGHT\,FEAST\,|\,II\,Guscio\,\mathrm{in}$ Baja Sardinia is open till 7am and has the best pizza on the island, as well as a style of long sandwich they call camicia (shirt) and, because the owner is from Liguria, thin, cheese-stuffed focaccia di Recco.



Above: try an elegant breakfast at the Yacht Club Costa Smeralda





Simple - yet Michelin star-

in Sardinia

quality: S'Apposentu





Left: Il Rifugio dei Peccatori, on Isola Maddalena





### THE CHEF

The father of Sorrentine native Antonio Mellino was a fisherman and his mother cooked for Italian nobility in palazzi along the Amalfi Coast. His restaurant Quattro Passi has earned two Michelin stars and fans include Valentino, Beyoncé and Jay Z. He has opened a second Quattro Passi in Mayfair, London, run by his son Raffaele.



At Quattro Passi (left) local lemons mean local limoncello – the traditional digestif at the restaurant, following dessert (below)





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### AMALFI COAST Antonio Mellino, of

Quattro Passi, Nerano

LOCAL FLAVOUR | Lemons, tomatoes, walnuts, courgettes and olives of the Amalfi Coast are incomparable to those I can find anywhere else in the world. The courgettes, for example, are smaller and have a much more intense flavour. I grow them myself and use them in my signature dish, linguine alla Nerano - the only other ingredient is parmesan - as well as my sea bass in courgette cream. The cuisine of Campania is simple but full of flavour: dishes such as gnocchi alla Sorrentina - baked in tomato sauce with buffalo mozzarella - or paccheri (large pasta tubes) with tomato and scorpion fish. The fish I use most is red snapper, caught within a few hundred metres of the restaurant. You must finish your meal with the best digestivo: our home-grown and home-made limoncello. THE FAMILY JEWEL | Our neighbour in Nerano, Lo Scoglio da Tommaso, down on the waterfront, has been there since the 1950s, run by the De Simone family. Peppino de Simone says he is a fisherman and farmer first and then a restaurateur. He cooks traditional dishes in which produce is respected. If you moor up, they will serve you on your boat.

Left: traditional fare – and another great view – at Lo Scoglio da Tomasso



THE ALFRESCO IDYLL | To enjoy this part of Italy more peacefully you could go for a picnic on a secluded beach in the Baia di Ieranto, where the sirens in the Odyssey tried to seduce Ulysses. You can walk from Nerano – it's tough but worth it. But the best markets to pick up fresh produce for your picnic are in Piano di Sorrento, on the northern coast of the peninsula, so it may be better to approach by boat. ristorantequattropassi.com



Rada in Positano, on the Amalfi Coast, offers an exquisite and romantic setting for dinner



Above: the view from the roof of Un Piano

nel Cielo, in the Casa

Angelina hotel





### THE CHEF

An East Londoner who began his career in Mayfair's The Greenhouse. Marc Fosh had set up his own restaurant in Spain - Bacchus - by 1998. and by 2002 he was the first Briton in the country to win a Michelin star. In 2009 he opened the more relaxed Simply Fosh in Palma. Nonetheless, it, too, has gained a Michelin star and Fosh's empire has expanded with his Misa brasserie, and a catering company that can serve his food aboard yachts.



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Above: cocktails in Brassclub are a must, as is dinner at Zaranda (below) at Castell Son Claret



### **MALLORCA**

Marc Fosh, of Simply Fosh, Palma de Mallorca

LOCAL FLAVOUR | The soil is fertile and there's a great micro-climate year-round, so Mallorca produces some of the best olive oil in the world. I use an arbequina olive oil in a chocolate truffle, with a roasted red pepper jelly. I've also never had prawns as intensely flavoured as the red gambas de Sóller, named after the fishing port in the north. I often use them for carpaccio to accompany our yellow gazpacho. The way I create dishes often starts with one tiny ingredient – for example, I was looking at aloe vera in my garden and ended up with a dish of traditional salt cod, poached in milk, glazed with aloe vera, accompanied by a pea and lemongrass soup.

THE RUSTIC KITCHEN | I live inland from Palma, near the vineyards, and there's a place in a nearby village called Sa Cuina de n'Aina. We have very good lamb on the island and Aina roasts it in a clay oven – it's delicious. I go there for arroz brut: rice cooked with stock, vegetables, local sausage and perhaps some rabbit or game; it is typical of traditional Mallorcan food, which is quite hearty. THE SPANISH STARS | Mallorca is well on the way to becoming a top gastronomic destination. There are seven Michelin-



Simply Fosh occupies the 17th century Hotel Convent de la Missió in Palma's old town

starred restaurants on the island. Fernando Pérez Arellano has Zaranda at Castell son Claret in the hills behind Palma. He's from Madrid but he promotes local ingredients, often unusual ones such as pressed tongue or moray eel, which appeals to me as an East End Londoner. Tomeu Caldentey is a local-born chef whose Es Molí d'en Bou is at the Protur Sa Coma Playa Hotel & Spa on the east coast. THE TRADITION | Another Mallorcan who is probably pushing for a Michelin star is Santi Taura, whose restaurant in Lloseta, in the north, serves a weekly set menu. It's incredible value. He plays with Mallorcan tradition in a way I wouldn't as an outsider you might find some Asian touches in there, for example.

THE GIN PALACE | The gin and tonic culture shows no sign of stopping in Spain and there's a place in Palma – Ginbo at Passeig de Mallorca, 14A – where they have more than 100 gins and all sorts of tonics. We also have one of the best cocktail makers in Spain in Rafa Martín and you'll often find Palma chefs relaxing in his stylish Brassclub at the end of the night.

Right: Ginbo – as the name suggests, Palma's home of 100 gins (and plenty of tonics)

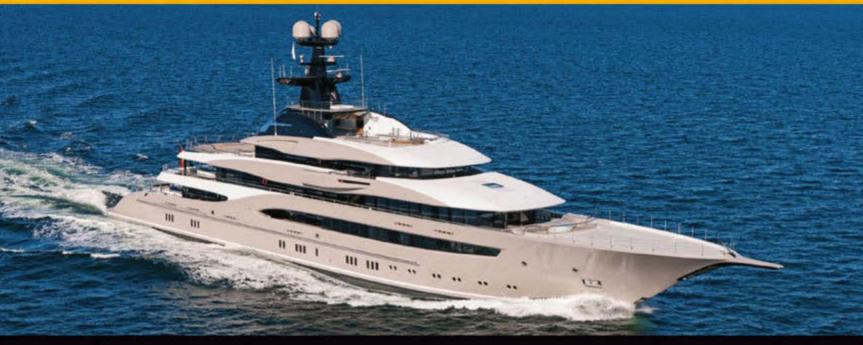




Above: Marc Fosh's Misa brasserie. Below: Protur Sa Coma Playa Hotel & Spa, home of Es Molí d'en Bou



FT LAUDERDALE | 1



### FOR THOSE WHO WANT THE BEST

Moran Yacht & Ship are pleased to announce their position as exclusive worldwide charter brokers for the finest charter vessel available in the world, the 95m Lürssen built KISMET. This magnificent eight stateroom motor yacht features an interior that will undoubtedly be the most admired and talked about on any yacht yet built. With features such as the unique winter garden deck, relaxing full-service spa, enormous swimming pool and a one of a kind retractable outdoor fireplace, KISMET will be the most sought after charter yacht in the world. With the owner of this superb ship only permitting us to place eight weeks of charter onboard per year, we strongly suggest that any person that wishes to charter the best, contact Moran Yacht & Ship today for additional information.





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### MANY COOKS

Gourmands really will have their work cut out this summer at Cretian resort Domes of Elounda. During June, July and August three Michelin-starred chefs take over the restaurant for one week each, using the same local ingredients to create their own menus. Surely it's only fair to stay for all three?

domesofelounda.com





### **BERRY BOOST**

The best summer glow can't hide party pooped skin. The Organic Pharmacy's Beauty Drops contain bilberry, ginseng and gotu kola to improve energy and hydration of skin cells. They can be used with moisturiser or added to a drink. Although probably not a martini. £49 for 30ml,

theorganicpharmacy.com



## TRAVEL NEWS

The latest must-have accessories, remote getaways and top travel tips

### PRINCELY PICNIC

Linley's Somerset Picnic Hamper promises the most glamorous feast on the beach: silver-plated Robbe & Berking cutlery, Limoges porcelain, Linley's own crystal Champagne flutes, handembroidered Italian linen napkins and a Scottish angora rug. £9,500, davidlinley.com



### **HOLY COW**

Steak gets royal treatment at Seared, the new restaurant in One&Only Palmilla, part of a post-Hurricane Odile revamp at the resort in Cabo San Lucas, Mexico. Michelin-starred chef Jean-Georges Vongerichten serves up dishes such as beef carpaccio with black truffle fritters. oneandonlyresorts.com

### **RUM DIARY**

Wannabe pirates can pimp-up their grog with a rum-infusing experience at Capella Marigot Bay, St Lucia, this summer. Guests will visit a distillery, scour the market for spices with a local farmer and concoct their own brews with a master infuser at the resort's Rum Cave.

\$235, capellahotels.com



### **ALLERGY APP**

Bored with explaining your food intolerance to puzzled Porto Cervo waiters? Allergy website Foodoo has launched a bespoke allergy passport service. The app briefs waiters in their language – while a print-out for chefs suggests alternate ingredients, so you don't always end up with a green salad. From £1.95, www.foodoo.co

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### **FAREWELL**

Southern Wind, 2006 30.2m (100ft) Guest: 8 in 2 Double, 2 Twin Highly motivated European Crew Refined Classical Italian Style Interior Ultimate in comfort & sailing performance Charter Rate from EUR 39,000 p/w



### SKIP'N BOU

Southern Wind, 2003 (refit 2014) 24m (79ft) Guests: 6 in 1 Double, 2 Twin + 1 Pullman Large panoramic deck saloon with 270° views
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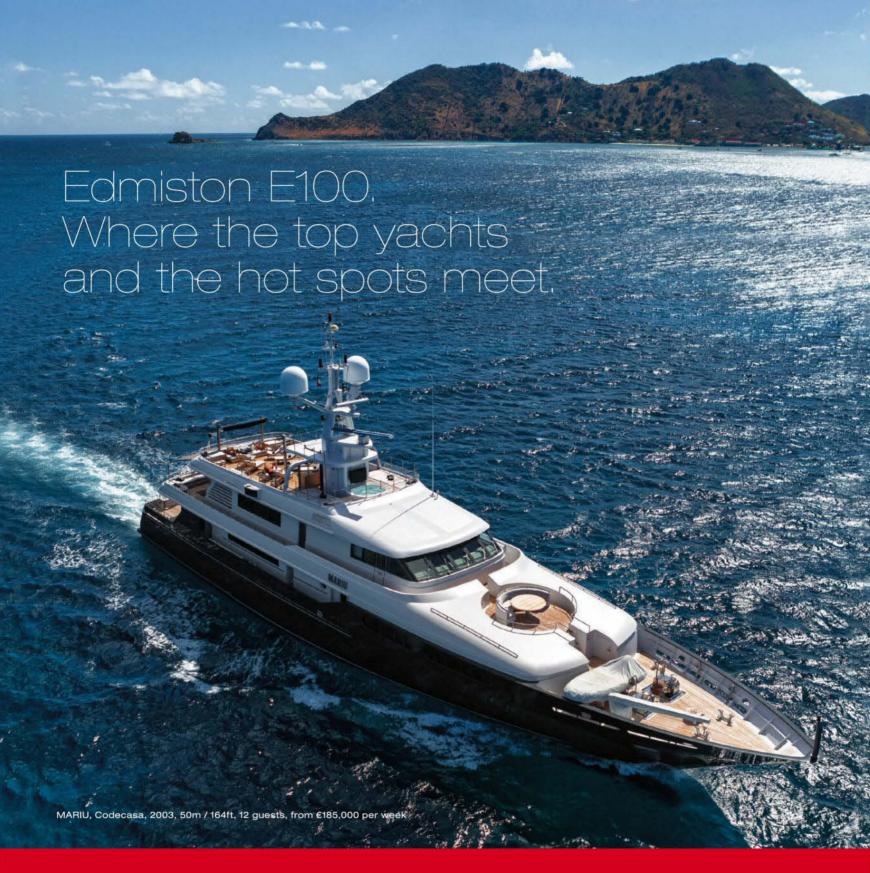
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# I KNOW THIS GREAT LITTLE MARKET...

They scour southern Europe for the freshest produce, discovering regional delicacies along the way: now charter yacht chefs reveal the gastronomic gems from their favourite food markets

### **SHANNON BATES**

Boat: 62.5m Apogee, iyc.com Market: La Boqueria, Barcelona

### •8am-8.30pm Monday to Saturday

The seafood section has everything you could ever imagine. The best thing I've got there are percebes, or gooseneck barnacles. I lightly steam and peel them, although people eat them raw. Pinotxo and El Quinn are fantastic tapas stalls in there – sit at the bar and have a beer.







### **GARETH ALDER**

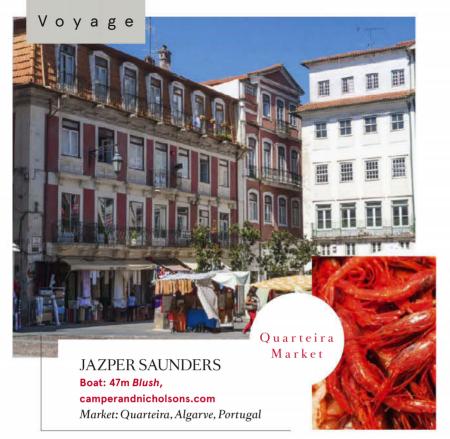
Boat: 52.3m Deniki, burgessyachts.com Market: Le Marché Forville, Cannes, France

### •7am-1pm

### **Every day except Mondays**

You can get fantastic mushrooms, and wild strawberries from the mountains, but I look forward to going there for the beautiful apricots in season and their really special white peaches. I slow roast them and serve with honey or orange caramel and ice cream.

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### Saturday mornings

All the seafood is incredible but it is renowned for fresh carabineros - a succulent red prawn with a powerful flavour. Their clams are also the best I've ever had in my life. I do them a classic Portuguese way, called amêijoas com alho, steamed with a bit of olive oil, garlic and cilantro.

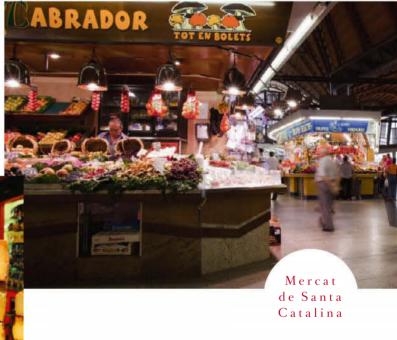
### SIBYLLA BEEBE

### Boat: 27m Lush, oysteryachts.com

Market: Mercat de Santa Catalina, Palma de Mallorca, Spain

### •7am-5pm Monday to Saturday

The most delicious thing I bought there was Soller prawns - sweet and much sought after. I cook them simply, with garlic, lemon, parsley and butter, served with crusty white bread to mop up the juices. I buy cheeses from a stall run by two lovely ladies who offer about five different parmesans.





Boat: 60m Solemates, camperandnicholsons.com Market: Place aux Herbes, Saint-Tropez, France

### •Seven days a week during summer

The first vendor on the right when you walk in from the Tourist Info side of the market sells great quality sea bass - I salt bake it, always a showstopper. Nearby La Tarte Tropeziénne is a great bakery, running since 1955, and Boucherie Thierry is an  $old\text{-}school\,butcher\text{-}they'll\,truss\,or\,finish$ meat any way you like.

### **AQUA MARINE**



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### MOOR WINE, PLEASE

Some of the world's finest wineries are tantalisingly accessible to superyachts, notes *Jonathan Ray*. Hug the coast or venture up-river to unlock treasure-trove cellars and sip vintages by the lapping waves

Imost every wine region of note is influenced either by sea or by river.

Just think of Piemonte, Tuscany, the
Loire, the Rhône, Bordeaux, the Rhine and
Ribera del Duero in Europe. In France, only
Burgundy is completely landlocked and largely river-less. Further afield is California's Sonoma
Coast, Walker Bay in South Africa and the river valleys of Chile. Then there's New Zealand, where no winery is more than 75 miles from the ocean. This all means that, for wine-loving yacht owners, proximity to the sea and large rivers means access to the world's greatest wine regions.

The thanks and elections and election of Provious periods and Sci and Sci

The benefits to the wine of this know of Bolgheri proximity are well known. The because of sun bouncing off the water warms the stunningly the vines and the evening breeze silky, supple and off the water cools them; the seductive red wines marine fossil deposits in coastal soil enrich the vine and the sandy soil allows the roots easy access to nutrientrich sub-soils deep down, while also affording excellent drainage. Some wines, such as the great sherries of Sanlucar de Barrameda, even attribute their salty tang to the nearby ocean.

Corsica is an easy stop for Med cruisers. The bewitching island was known to the Ancient Greeks as Kalliste – "the most beautiful": its snow-capped mountains and rugged granite hills – with perilously perched, terracotta-roofed villages – sweep down to flower-strewn meadows and pristine sandy beaches. And with the wind off the sea wafting through *le maquis* – the island's colourful, herb-scented scrub – there's a heady whiff of perfumed pepper in the air.

The island is also perfect for making wine, thanks to its granitic, sandy soil, good drainage and elevation, and the sea. Corsica is as close to France as it is to Italy and the wines reflect this, being between the herb-tinged, aromatic wines of Provence and the deeper, earthier Italian ones. The main varieties are the red Niellucciu and Sciaccarellu, the white Vermentinu (aka Malvasia) plus, especially in the north, Muscat.

The best wineries include Domaine Saparale near Sartène in the south west; Domaine de Torraccia near Porto-Vecchio in the south east

> and Domaine Pieretti (especially for its sweet Muscats), slap dab on the beach near Luri in the far north of the island.

A short sail east, on the Italian mainland, the medieval village of Bolgheri is squeezed between the Tuscan hills and the sea. Every child in Italy knows of the arrow-

straight road that leads to Bolgheri, thanks to the verses *Davanti a San Guido* by 19th century poet Giosuè Carducci, which are learnt by heart at an early age and eulogise the three mile-long "sunlit green avenue" and its 2,500 sentinel-like cypresses "tall and true".

Wine-lovers too know of Bolgheri, because of the 40 or so producers who create stunningly silky, supple and seductive red wines from the region's 1,300 hectares of vineyards, the most celebrated of which are Ornellaia and its nearneighbour Sassicaia.

Here, the sea (only four miles away), the sun and the terroir all combine to make this tiny corner of Italy the perfect place to grow grapes Out on the Atlantic shores of Europe, Porto and the Douro Valley are absolute musts for wine lovers, especially now that Douro Marina (which can take yachts of up to 50 metres) has been completely refurbished. In coastal Vila Nova de Gaia, across the river from Porto, Graham's Port Lodge boasts a fine restaurant and excellent tours. Nearby Taylor's also runs a first-rate tour, followed by tastings in the elegant Library Room or outside on the terrace.

Down near the quay, Ramos Pinto is definitely worth a visit, not only for the cellars and tasting, but also for the fascinating museum, housed in Adriano Ramos Pinto's former office, preserved as it was in the 1930s. For fine dining, head to Rui Paula's DOP in the Palace of Arts in Porto's historic area. I recommend the several-course Douro Menu with dishes such as caramelised apple stuffed with foie gras, and langoustine with calamari and beans.

Still in Portugal (sort of), the island of Madeira is home to a unique "cooked" style of fortified wine, all types of which can be tasted at Henriques & Henriques and the Madeira Wine Company, which owns Blandy's, Cossart Gordon, Leacock's and Miles.

Half a world away, in Australia, boats and bottles are also in plentiful supply. It is easy to see why the western coast around Perth is a superyacht mecca. Venture up the Swan River; head out to car-free Rottnest Island; spend a morning on Cottesloe's sandy beach and an afternoon in bohemian Fremantle before heading south to Margaret River.

Here, where the Indian and Southern oceans meet, is wine and surf country and although Margaret River might only contribute a paltry three per cent of Australia's annual wine production, it accounts for more than 20 per cent of the country's premium vino.

Vasse Felix, the winery that started the Margaret River revolution in the late 1960s, goes from strength to strength. Match the exquisite wines with food in what is probably the finest cellar-door restaurant in the region.

PORTUGAL
Above: Taylor's
Quinta de Vargellas
vineyard, famous
for its port. Right:
the spectacular
Henriques &
Henriques &



TUSCANY Left: art and science at the celebrated Ornellaia vineyard, Bolgheri

CORSICA
Right: among
the grapes at
the Domaine de
Torraccia







Leeuwin Estate's Art Series Chardonnay has a claim to be the finest in Australia. Taste it and the rest of the range before Leeuwin's shirt-popping five-course degustation menu.

Proudly biodynamic, carbon neutral and naturally powered, Cullen Wines is a true pioneer. Sip the exemplary wines overlooking the original vineyard and if you have room left, dine at five-star country retreat Cape Lodge, where culinary genius Tony Howell cooks legendary meals.

# At Vasse Felix, match the exquisite wines with food at the finest cellar-door restaurant in Australia's Margaret River

On the other side of the continent, South Pacific explorers starting off in New Zealand would be mad to overlook the viticulture. Just 11 miles from Auckland, Waiheke Island is renowned for its scenery and as a retreat for artists, poets and those seeking a laid-back life. It is also home to increasingly fine wines.

Visit Cable Bay Vineyards and sip top wines while admiring the view of Auckland across the water; and drop in on picturesque Mudbrick Vineyard and Restaurant with its fabled gardens and restaurant.

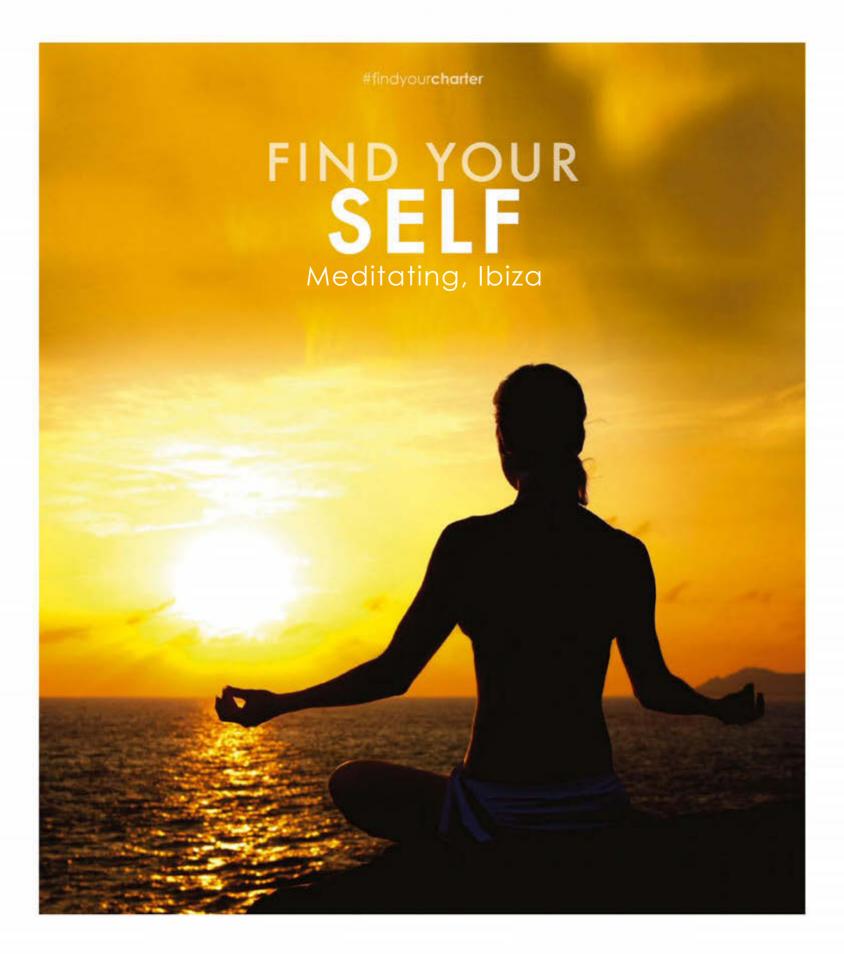
For the broadest look at New Zealand's wines take time off from your yacht and do the Classic New Zealand Wine Trail, a self-drive tour that takes in regions accounting for 80 per cent of New Zealand's wine production. It runs for more than 300 miles between art deco Napier on the North Island and Blenheim at the top of the South Island. If you'd prefer to stay aboard, stop in at Clearview Estate in Hawke's Bay - one of New Zealand's finest producers - lying within a cork-pop of the ocean and celebrated for its Red Shed restaurant. And don't miss Brancott Estate Heritage Centre in Marlborough, which boasts first-rate winery tours and in-depth tastings, along with an excellent restaurant, where the twice-cooked Canterbury pork belly with apple and parsnip purée is worth the trip alone. Although when you've arrived by superyacht, getting there will hardly have been a chore.

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### Marina of the month

### Marina Ibiza, Balearic Islands, Spain

It's the ultimate party destination marina, reports Risa Merl

#### WHERE

Follow the beat to the Balearics, a tiny collection of islands set off Spain. Marina Ibiza lies at the pulsating heart of the world's most famous party island. Set at the centre of the main port, this superyacht enclave enjoys stunning views of the "white island" and is only minutes from Old Town.

USP

With luxe shops, a beach club and gourmet restaurants, Marina Ibiza is the ultimate port of call for superyachts in the party hot-spot of Ibiza.

### WHAT'S NEW

It reinvents itself regularly, introducing new shops, restaurants and updating the shows at its Cabaret Club each season. Luxury labels Stella McCartney, Philipp Plein and Bottega Veneta are fresh additions to the marina's storefronts.

### YACHT FACILITIES

Sixty moorings are available for yachts exceeding 24 metres LOA, accommodating those as large as 110 metres. Guests enjoy a personalised concierge service, and there is 24-hour security.

### COST

Rates start at €681 per day in high season and €227 per day in low season, based on a 24 metre yacht with a five metre beam. Promotional weekend packages are available for the autumn and spring shoulder seasons, to enjoy the island in its more peaceful times; you can even base here annually. POOL PARTY

You have no need to leave the marina grounds

for a pool party: the Blue Marlin Ibiza Marina, an extension of the famed Ibiza beach club by the same name, hosts some of the hottest DJs and serves up tempting cocktails. For less bass and more beauty, stroll over to the Calma Bistro & Bar and take in beautiful harbour views.

### WHEN TO GO

May to October is high season, when temperatures spike and revellers descend. In autumn, the island regains its calm demeanour and warm sailing can be enjoyed well into December.

### WHILE YOU'RE THERE...

#### LIFE IS A CABARET Lío Restaurant Club Cabaret

▶ Dinner theatre is easy to dismiss, but not the thrilling live show produced by the Pacha group where the audience becomes part of the action.



#### SECRET PARADISE Sa Caleta

► Traipse down a long, wooden walkway between reddened cliffs to access this perfectly protected beach. Discover ancient Phoenician ruins and excellent snorkelling.



#### LUNCH WITH A VIEW Amante Beach Club

► Relax in the refreshing breezes that flow through this luxurious cliff-side eatery serving up contemporary Spanish and Italian fare. Try the fresh fish cooked in the Josper oven grill.



Right: the property comes with a speedboat perfect for exploring the nearby islands or coast at the drop of a hat. Below: the villa's flowing interior spills out onto a large terrace for indoor/ outdoor living



Below: the terrace looks out over a pebbled beach - perfect for children splashing about - and out to the Elafiti islands



### Explorer's haven

Set up base at this laid-back villa, says Francesca Steele, then set off to explore Croatia's island gems by yacht

### LOCATION, LOCATION

Hidden in a sheltered harbour, surrounded by vineyards and olive groves, Slano is a sleepy fishing village with pebbled beaches, clear waters and spectacular views out to the Elafiti Islands. Ancient Greek and Roman artefacts dot the landscape, including early Christian sarcophagi in front of the Franciscan church in the village centre – and it's only about 20 miles from Dubrovnik.

### WHAT'S INSIDE

This is a modern, airy "lock up and leave" villa with five bedrooms, each with a private balcony. A huge terrace spills out from the kitchen, perfect for indoor/outdoor living.

Despite the contemporary interior, the villa's rounded veranda and stone columns give it a traditional exterior that blends with local architecture. It comes fully furnished and has a small garden filled with lavender and bougainvillea.

### MOOR UP

The current owner's boat is included in the price – a 2001 8.3 metre Crownline speedboat, perfect for cruising local islands. The mooring directly in front of the house has enough room for two 20 metre boats.

€3.4 million through Dream Estates Croatia, a Savills associate, +44 20 7016 374, savills.com. Francesca Steele is a property writer at The Times.









### **HOT HANGOUTS**

► Try octopus salad, a local speciality, at Restaurant Kolarin and sip cocktails at the Admiral Grand Hotel. For nights out and shopping head to Dubrobnik. Slano (above) is 8nm from the island of Mljet, which boasts some of the loveliest anchorages in Croatia, while Hvar and other historic island gems are a short cruise north. It's also a 15-minute drive from Ston, where excellent mussels and oysters are farmed.













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130' Westport Tri-Deck MY 2004 "REDEMPTION" Andrew Miles, C.A.



115' Crescent 1996 "SANS SOUCI" Andrew Miles, C.A.



112' Westport RPHMY 2014/15 Camm Moore, C.A.



112' Westport RPHMY 2008 "LETTAMELINA" John Varga, C.A.



102' Burger MY 1998 "SEA COTTAGE" Andrew Miles, C.A.

WWW.WESTPORTYACHTS.COM



SILVANA 56m/183'8, Perini Navi, 2008, Price on Application
Alex Lees-Buckley +377 97 9777 00 - aleesbuckley@camperandnicholsons.com

Accommodating up to 12 guests in five cabins with accommodation for up to 11 crew, "Silvana" has a unique layout, offering a master suite w/private lounge convertible into a 5th ensuite cabin. For further info and full photo presentation, contact Mr. Alex Lees Buckley, owners Central Agent.









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PRINCESS TOO 47.55m/156', Feadship, 1999/2010, €15,000,000 VAT Paid Alex Lees-Buckley +377 97 97 77 00 - aleesbuckley@camperandnicholsons.com Gaston Lees-Buckley +33 492 912 912 - gleesbuckley@camperandnicholsons.com



YALLA 47m/154'2, Heesen Yachts, 2004/2013, €15,700,000 Jean-Marie Récamier +33 4 92 912 912 - jmrecamier@camperandnicholsons.com



RM ELEGANT 72.4m/237'6, Lamda Nafs, 2005/2014, \$34,000,000 Adam-Michael Papadakis +442070091950 - apapadakis@camperandnicholsons.com



**TALES** 53.4m/175'2, ProteksanTurquoise Yachts, 2002, €15,000,000 James Rayner +33 4 92 912 912 - jrayner@camperandnicholsons.com



**DB 952.3**m/**171'9, Palmer Johnson, 2010, \$29,000,000** Rytis Babravicius +377 97 97 77 00 -rbabravicius@camperandnicholsons.com



 $\textbf{LULWORTH 46.3m/151'9, White Brothers-Southampton, 1920/2012, £10,300,000} \\ \textit{Mark Hilpern + 447717747575 - mhilpern@camperandnicholsons.com}$ 

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**WELLENREITER** 46.1m/151'2, Jongert, 2003, €9,500,000
Alex Lees-Buckley +37797977700 - aleesbuckley@camperandnicholsons.com
Gaston Lees-Buckley +33492912912 - gleesbuckley@camperandnicholsons.com



**BELUGA 44.7m/146'7, Timmerman Yachts, 2014, €17,900,000** Rytis Babravicius +377 97 97 77 00 · rbabravicius@camperandnicholsons.com



AT LAST 44.17m/145', Heesen Yachts, 1990/2014, \$8,900,000 David Gennett +1 954 249 2860 - dgennett@camperandnicholsons.com Andrew LeBuhn +1 415 407 9915 - alebuhn@camperandnicholsons.com



SILVER WIND 43.63m/143', ISA, 2014, Price on Application
Alex Lees-Buckley +377 97 9777 00 - aleesbuckley@camperandnicholsons.com
Gaston Lees-Buckley +33 4 92 912 912 - gleesbuckley@camperandnicholsons.com



**BANDIDO 42.67m/140', Westport, 1989/2008, \$3,500,000** Rick Weisenberger +1 714 745 6560 - rweisenberger@camperandnicholsons.com



**LIBRA STAR 43.6m/145', Benetti, 2008, €13,500,000 VAT Paid**Alex Lees-Buckley +377 97 97 77 00 - aleesbuckley@camperandnicholsons.com
Gaston Lees-Buckley +33 4 92 912 912 - gleesbuckley@camperandnicholsons.com



**GRAND VOYAGER 43.9m/144**′, Kingship Marine, 2016, €14,800,000\* Fernando Nicholson+13056049191 - fnicholson@camperandnicholsons.com

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**TWILIGHT** 38m/125', Oyster, 2013, £9,250,000 Simon Goldsworthy +442070091950 - sgoldsworthy@camperandnicholsons.com

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**BILLA 42m/137**; Admiral, 2009, €8,950,000

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REDEMPTION 39.62m/130', Westport, 2004, \$16,500,000 Michael Rafferty +15617585608 - mrafferty@camperandnicholsons.com



**GLOBAL EXPLORER 41.14m/135', JFA, 2015, €16,000,000**Jeremy Comport +33 4 92 912 912 - jcomport@camperandnicholsons.com
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Yachts for Sale



**THE SNAPPER** 37m/121'4, Sunseeker, 2007, £4,495,000 Alex Lees-Buckley +377 97 97 77 00 - aleesbuckley@camperandnicholsons.com Gaston Lees-Buckley +33 4 92 912 912 - gleesbuckley@camperandnicholsons.com

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BRIO 37m/125', Heesen Yachts, 1987/2015, Price on Application Michael Rafferty +15617585608 - mrafferty@camperandnicholsons.com



**SUN ARK** 36.8m/120, Heesen , 1995/2004 , \$3,750,000 Jim Wallace +15613083467 - jwallace@camperandnicholsons.com



**TANUSHA** 36.58 m/120', Benetti, 2010, €9,750,000 Rytis Babravicius +377 97 97 77 00 - rbabravicius@camperandnicholsons.com



CAROLINE 135.3m/116'9, Alloy Yachts, 1994/2015, €5,950,000 Simon Turner +44 20 7009 1950 - sturner@camperandnicholsons.com

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LADY NAN CE 34.14m/112', Westport, 2007, \$6,950,000 Walter Sea +1 954 319 3259 - wsea@camperandnicholsons.com



CASUAL WATER 33.48m/109'10, Feadship, 1987/2015, \$5,450,000\*  $Michael\,Rafferty\,+1\,561\,758\,5608\,-\,mrafferty@camperandnicholsons.com$ 



**MACH ONE** 32m/104'11, Overmarine (Mangusta), 1999, €850,000 Foulques de Raigniac +33 247 751 07 - fderaigniac@camperandnicholsons.com



**HIGH ROLLER** 32m/104'8, Baglietto, 2004, €3,250,000  $Jeremy\ Comport\ + 33\ 4\ 92\ 912\ 912\ - jcomport\ @camperand nicholsons.com$ 



SINDONEMO30.5m/100', Yachting DevelopmentsNZ, 2000/2012, €4,000,000 VATPaid PHOEBE 30.14m/98'11, Moonen, 2009, €4,850,000 Arne Ploch +34609756763 - aploch@camperandnicholsons.com Rytis Babravicius +377 97 97 77 00 - rbabravicius@camperandnicholsons.com



Jeremy Comport +33 4 92 912 912 - jcomport@camperandnicholsons.com Michael Rafferty +15616552121 - mrafferty@camperandnicholsons.com



ALASKA 30m/98'5, Moonen, 2012, €7,350,000 Richard Higgins +33492912912-rhiggins@camperandnicholsons.com Jeremy Comport +33 4 92 912 912 - jcomport@camperandnicholsons.com



WINNING STREAK 28.14m/92'3, Sunseeker, 2002, €1,700,000  $Foulques\,de\,Raigniac\,+33\,6247\,751\,07\,-fderaigniac@camperandnicholsons.com$ 

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DON GIOVANNI 28m/91'10, Kanagawa, 1964/2005, €1,395,000 Jonathan Syrett +34 609 433 333 - jsyrett@camperandnicholsons.com



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NAKUPENDA 26m/85', Vismara, 2014, €3,650,000 VAT Paid  $Tim \, Langmead \, + 44 \, 20 \, 7009 \, 1950 \, - \, tlangmead \, @ \, camperand nicholsons. com$ 



MARICEA 23.35m/76', CNB, 1990, €650,000  $Charles\,Ehrardt\,+33\,4\,92\,912\,912\,-\,cehrardt@camperandnicholsons.com$ 



NISI 2400 23.77m/78', NISI, 2011, \$2,900,000 Andrew LeBuhn +1 415 407 9915 - alebuhn@camperandnicholsons.com Eric Dahler +1508 207 7040 - edahler@camperandnicholsons.com

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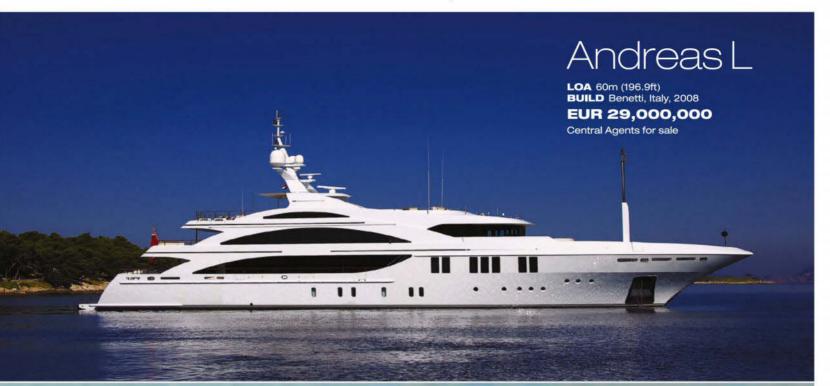
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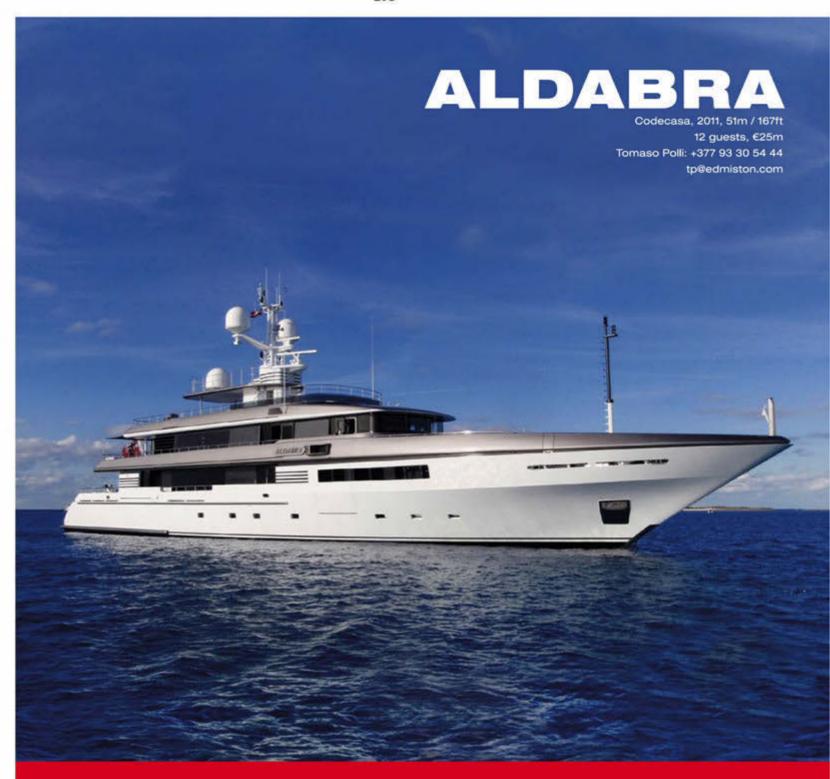
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ALDABRA 51M > 167FT > CODECASA > 2011 > 25,000,000 EUR

A striking full displacement yacht in immaculate condition. She features a sophisticated exterior design with modern lines and a beautiful light interior. Full width owner's suite

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MISUNDERSTOOD 50M > 165FT > OVERMARINE > 2012 > 23,500,000 USD CRAIG.ERICKSON@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE STUART.LARSEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



U77 77M > 252FT > MARCO > 2015 > 24,900,000 USD

A massively solid ship, over engineered, with a 2,100 + ton volume and efficient hull.
STUART.LARSEN@FRASERYACHTS.COM + 1954 463 0600 FT. LAUDERDALE



RIMA II 49M > 162FT > BENETTI > 1987/2014 > 9,800,000 EUR
Recently totally rebuilt - new beautiful spacious interior and exterior styling. 7 cabins.
KEN.BURDEN@FRASERYACHTS.COM+377 93 100 450 MONACO



**BELUGA 44M > 146FT > TIMMERMAN YACHTS > 2014 > 17,900,000 EUR**A 500GT yacht with full beam owners' cabin, gym, sauna, beach club and art deco interior.

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ARIANNA 50M > 164FT > DELTA MARINE > 2012 > 27,500,000 USD
Featuring 6 guest cabins with bridge deck master suite. Main deck features owners office and complete guest gym. Full-size elevator servicing all decks, tender garage and sauna.

Amazing charter history. Impeccable condition and ready for immediate cruising. A true global cruiser. JOSH.GULBRANSON@FRASERYACHTS.COM+19544630600 FT. LAUDERDALE



AQUARIUS 67M > 220FT > AMELS > 2007/2012 > 60,000,000 EUR Like a beach club on water. Extended stern platform and enlarged windows. DENNIS.FREDERIKSEN@FRASERYACHTS.COM +377 93 100 450 MONACO



LADY PETRA 46M > 153FT > HEESEN > 2012 > 24,950,000 EUR This immaculate full displacement Heesen was built for the founder of the company. JJ.MINNEMA@FRASERYACHTS.COM +377 93 100 450 MONACO



ECLIPSE 43M > 141FT > FEADSHIP > 1993/2008 > 11,950,000 USD A true pedigree yacht with Terence Disdale interior, large deck space and tenders RICHARD.EARP@FRASERYACHTS.COM +377 93 100 450 MONACO



ANNAEVA 56M > 183FT > BENETTI > 2007 > 27,900,000 EUR 12 guests in 6 staterooms. Large deck areas. Always been private. Immaculate condition. DENNIS.FREDERIKSEN@FRASERYACHTS.COM +377 93 100 450 MONACO

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OKTO 66M > 217FT > ISA > 2014 > 69,000,000 EUR

Outstanding concept and design with exterior by Andrea Vallicelli, interior by Alberto Pinto and List. Accommodates 11 guests in 6 luxury cabins. Huge owner's suite with spacious balcony.

16 knots cruising speed. Heli pad, 6m swimming pool, guest elevator, 4 tender bays. RICHARD.EARP@FRASERYACHTS.COM +3776 07 93 03 37 MONACO STUART.LARSEN@FRASERYACHTS.COM +1 954 328 6553 FT. LAUDERDALE

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MAYRA 50M > 164FT > MAYRA YACHTS > 2015 > 22,500,000 EUR
Full displacement steel yacht of 495GT. Interior/exterior design by Ken Freivokh.
5 staterooms, gym on sundeck, great exterior deck space, garaged toys. Caterpillar

machinery, zero speed stabilizers and quality equipment throughout. September delivery. STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE HAVER.TANBAY@FRASERYACHTS.COM +90 252 313 53 43 BODRUM



KOKOMO 58M > 191FT > ALLOY YACHTS > 2010 > 39,750,000 EUR
Winning combination of Alloy Yachts, Ed Dubois and RWD. Contemporary interior.
ANTOINE.LARRICQ@FRASERYACHTS.COM +377 93 100 450 MONACO



RUBECCAN 42M > 139FT > CRN ANCONA > 2009 > 11,900,000 EUR
DAVIDE.SILVELLO@FRASERYACHTS.COM +34 971700 445 PALMA
THORSTEN.GIEBSERT@FRASERYACHTS.COM +34 971700 445 PALMA



FELIX 52M > 170FT > AMELS > 2004/2014 > 27,500,000 USD
Timeless Dutch quality. 5 strms. Ten year survey completed. In impeccable condition.
JOSH.GULBRANSON@FRASERYACHTS.COM+19544630600 FT. LAUDERDALE



AVENTURA 33M > 109FT > DANISH YACHTS > 2005/2011 > 3,990,000 USD Large volume interior design w/pilothouse raised saloon, lower saloon and 4 dbl strms. GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



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IMAGINE 65M > 212FT > AMELS > 2011 > 69,950,000 EUR
IMAGINE is a large yacht with an exterior designed by Tim Heywood and interior by Andrew
Winch. Her graceful and contemporary looks cannot fail to impress. She incorporates the

latest technology, making her pleasurable to cruise on. With her exceptional accommodation and spacious deck areas, she offers great opportunities for recreation and relaxation. DENNISF@FRASERYACHTS.COM +33 6 07 04 26 60 MONACO

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SOY AMOR 41M > 137FT > BENETTI > 2014 > 23,000,000 EUR
Highly customised Benetti Crystal. Great opportunity to purchase a beautiful yacht.
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MARIA TERESA 24M > 78FT > SOLIMANO > 1962/2014 > 2,950,000 EUR DAVIDE.SILVELLO@FRASERYACHTS.COM +34 971700 445 PALMA FILIPPO.ROSSI@FRASERYACHTS.COM +37793 100 450 MONACO



PHILOSOPHY 42M > 138FT > BROOKE YACHTS > 1991/2010 > 3,450,000 EUR 5 strms with master suite on main deck. Huge Refit 2010. Refreshed and updated décor. GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



KINGFISH 32M > 107FT > CHRISTENSEN > 1997 > 4,295,000 USD

PATRICK.MCCONNELL@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO
NEAL.ESTERLY@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



MOANA 24M > 80FT > CUSTOM BUILT > 2000 > 2,250,000 USD Power Catamaran, exploration cruiser. Absolutely superb condition.

JAMES.NASON @FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



MARIE 55M > 180FT > VITTERS > 2010 > POA
Built to the highest standards. Boasts traditional craftsmanship and modern technology.
JODY.OBRIEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



ON A ROLL 25M > 84FT > HARGRAVE > 2009/2013 > 3,300,000 USD Largest vol. 84' on the mkt. Open layout; Sapelli wood; 4strms + Crew. CAT engines SCOTT.FRENCH@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



PAPINOU 33M > 110FT > CBI NAVI > 2004 > 4,950,000 EUR

Beautiful displacement yacht designed by De Vries Lentsch. Suited for gentlemen yacht's style.
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#### TUTTO LE MARRANÉ

LOA: 46.20m (151'7") Beam: 8.50m (27'11")

Draft: 1.22m (4') Shipyard: Leopard (Arno)

Year: 2011

Staterooms: 5

Price: EUR 17,500,000



#### **CRACKER BAY**

LOA: 44.60m (146'3")

Beam: 8.80m (28'9")

Draft: 2.80m (9'2")

Shipyard: Hakvoort

Year: 2002/2013

Staterooms: 6

Price: USD 18,950,000



#### MARIPOSA

LOA: 40m (131')
Beam: 7.73m (25'5")
Draft: 3.90m (12'10")
Shipyard: Avangard
Year: 2012

Staterooms: 5 Price: EUR 6,500,000

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#### MYLO

LOA: 36.60m (120')
Beam: 7.90m (25'11")
Draft: 1.96m (6'5")
Shipyard: Benetti
Year: 2007

Cabins: 5 staterooms Price: EUR 9,500,000



LOA: 33m (108') Beam: 7.12m (23') Draft: 1.80m (5'8") Shipyard: Mangusta Year: 2007

Cabins: 4 staterooms Price: EUR 3,900,000

#### **ICON 100'**

LOA: 29m (100') Beam: 7.22m (23'69") Draft: 1.20m (6'53") Shipyard: Icon Yachts

Year: 18 months from completion

Cabins: 3 staterooms Price: EUR 10,500,000









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#### VIUDES 45 M.Y. PRIDE

Builder: Viudes Yachts | Classification: Lloyds Register +100A1 MCH MCA LY2 | LOA: 44,8 m | Beam: 9,5 m | Draft: 2,6 m | Displacement: 420 T | Gross Tonnage: 496 GT | Engines: 2 x CAT C32 Acert Stabilizers: 2 x Quantum 1800 QC | Fuel capacity: 80000 lts | Fresh water capacity: 7800 lts | Cruising Speed: 12,5 knots | Max. Speed: 14 knots | Range at cruising speed: 3200 nm | Accommodation: 2 Master cabins and 4 guest cabins | Price: 19,800.000 €









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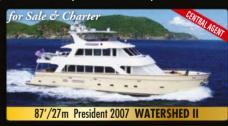


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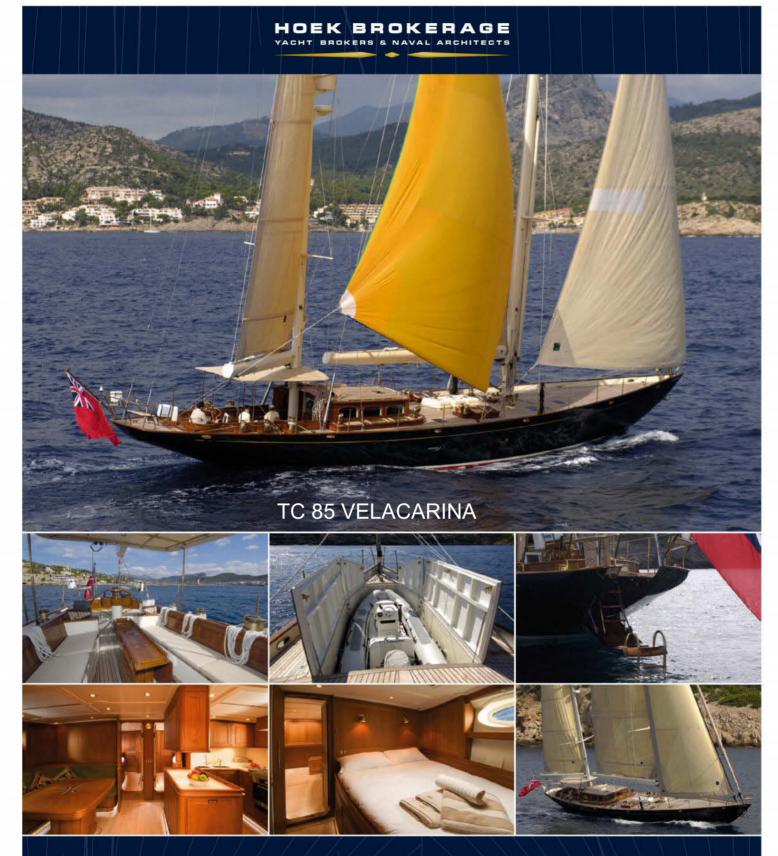






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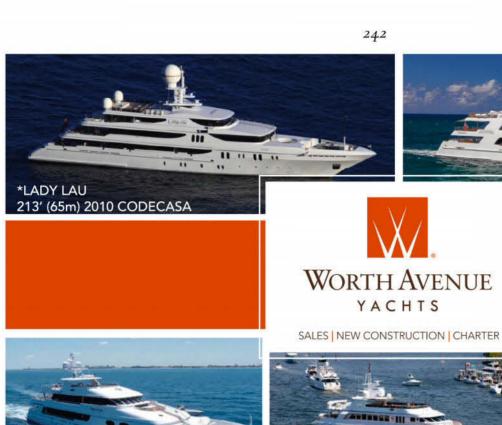
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HIGHLAND BREEZE 112' (34.3m) :: Nautor's Swan 112 RS :: 2002/2014 :: €4,495,000 Joost Goverts :: Palma :: +34 971 707 900 :: Joost.Goverts@NorthropandJohnson.com

Ocean going Performance Cruiser. 8 guests in 3 cabins and owners full beam aft cabin. Motivated seller,



ANNAGINE 111' (33.9m) :: Dykstra Classic Sloop :: 2011 :: €4,900,000 Derk Rolff :: Holland :: +31 618 830 145 :: Derk.Rolff@NorthropandJohnson.com

Built in aluminium by the Dutch shipyard Jacht Ontwikkelings Maatschappij and designed by the renowned Dykstra & Partners Naval Architects. She confortably accommodates eight guests in a master and two twin staterooms plus two Pullman berths.

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SOVEREIGN 180' (54.9m) :: Newcastle :: 2011/2014 :: \$49,000,000 Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com



TROY 155' (47.2m):: Esenyacht:: 2015:: €29,500,000
David Seal:: Antibes:: +44 (0) 789 689 5892:: David.Seal@NorthropandJohnson.com



ONENESS 150' (45.7m) :: Palmer Johnson :: 2009 :: \$21,500,000 Sean Doyle :: Fort Lauderdale :: +1 954 478 3380 :: Sean.Doyle@NorthropandJohnson.com



SALPERTON 148' (45m) :: Fitzroy/Custom :: 2009 :: POA Ann Avery :: Fort Lauderdale :: +1 954 326 7827 :: Ann.Avery@NorthropandJohnson.com



CENTINELA IV 137' (41.7m) :: Feadship :: 1982/2008 :: \$8,400,000
David Roscow :: Fort Lauderdale :: +1 619 980 7704 :: David.Roscow@NorthropandJohnson.com



AR-DE 122' (37.2m) :: Burger :: 2002 :: \$9,950,000 Chris Chumley :: Fort Lauderdale :: +1 954 290 4125 :: Chris.Chumley@NorthropandJohnson.com



**ZEEPA A RD** 122' (37.1m) :: JFA France :: 2003/2011 :: \$9,950,000

Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



STAMPEDE 117' (35m) :: Delta Marine :: 1990/2008 :: \$9,500,000 Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com











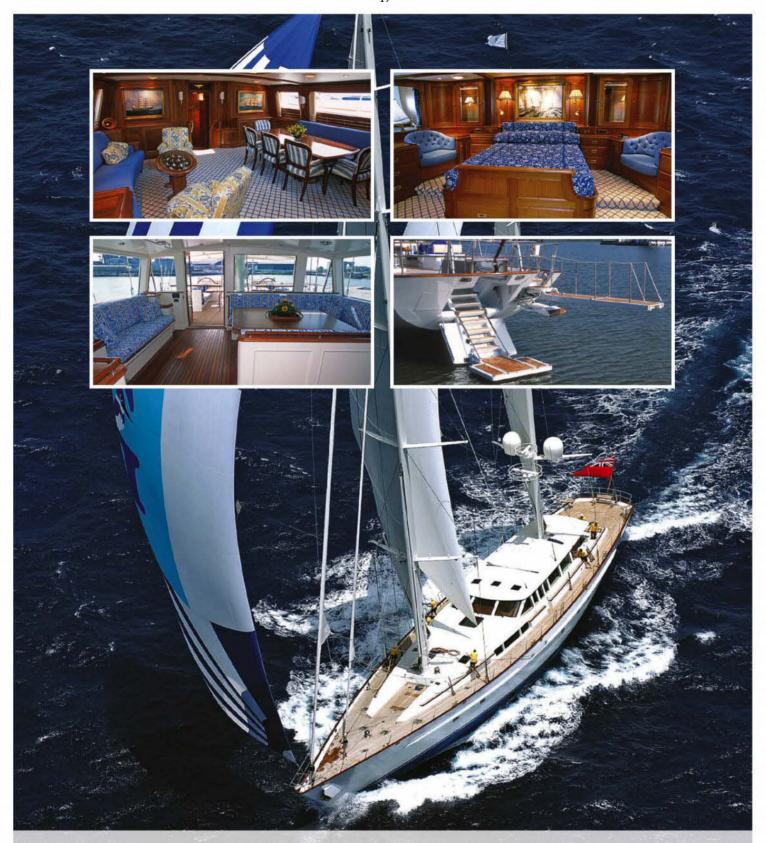


#### 125' / 38m P2 (2008) Perini Navi Briand Sloop



P2 represents a remarkable and rare balance of luxury cruising and high performance racing. Since her launch by Perini Navi, she has provided her owners with a superb platform for worldwide family voyages and exciting team racing. Her track record on the Superyacht racing circuit is unparalleled. With the Perini/Briand pedigree, a vast inventory of racing gear and luxury cruising amenities, P2 offers a rare opportunity. Not offered for sale to U.S. residents while in U.S. waters.

Contact Central Agent Bruce Brakenhoff, Jr. Perini Navi USA Phone: +1 401 619 2200 Email: bruce@perininaviusa.com



### 147' / 45m Timoneer (2001) Vitters / Dubois

A pedigreed world cruising yacht with a wonderful record at Superyacht regattas, she is a unique offering. A beautiful interior by John Munford with elegant paneling in hand-polished cherry wood offers a gracious and traditional atmosphere. Five staterooms for owners and guests, superb crew quarters, indoor and outside helm stations...maintained without regard to cost by her original owners and captain. Not offered for sale to U.S. residents while in U.S. waters.

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### WWW.DEVALK.NL



Aluminium built in 2000 by Vitters Shipyard (NL), dim.:  $18.50 \times 4.80 \times 1.45$  m, 6 berths in 3 cabins, mahogany interior, 2 x Caterpilar 660 hp diesels, Onan 16 kW generator, hydraulic bow-, stern thruster, Webasto heating/airco.

BROKER Arjen Hoeksma | Loosdrecht | +31 35 5829030 | ahoeksma@devalk.nl



Steel, 1966, dim.:  $19.70 \times 4.70 \times 1.60$  m, 2 cabins, 4 berths. Truly magnificent rebuild completed 2014. 'Katja' has been restored to her former glory and upgraded with all the functions and technology of a 2014 Feadship. Member 007 of the Feadship Heritage Fleet.

BROKER Mattijs van Baalen | Amsterdam | +31 35 5829014 | mvbaalen@devalk.nl



Steel built in 1994 by Moonen Shipyard (NL), designed by Mulder design Holland, dim.:  $25.15 \times 6.00 \times 2.00$  m, 6 berth in 3 cabins + 3 crew, Kabola heating, Frigoboat airco,  $2 \times$  MAN 820 hp diesels,  $1 \times$  Onan 25 kW +  $1 \times$  Onan 16 kW generator, hydraulic bow- stern thruster.

BROKER Arjen Hoeksma | Loosdrecht | +31 35 5829030 | ahoeksma@devalk.nl



Built in 2013 by Altena Yachting B.V., the Netherlands, designed by Vripack, dimensions approx.:  $19.50 \times 4.85 \times 1.25$  m, 3-cabin layout, 10 mm thick steel & multi hard chine hull, CE-B, 2x Iveco MEF 150 hp diesels, max. speed approx. 11 knots, hydraulic bow- and stern thruster.

BROKER Henk de Vries | Sneek | +31 515 428030 | hdevries@devalk.nl



Steel, 2013, dim.:  $23.00 \times 5.70 \times 1.40$  m, teak decks, 2 cabins, 4 berths, 2x Cummins 355 hp diesels, max. speed approx. 13 knots, generator, bow- and stern thruster.

BROKER Ger Bayens | Sint Annaland | +31166 601000 | gbayens@devalk.nl



GRP, built 2011 by Ferretti S.p.A. Italy, dim.:  $25.30 \times 6.26 \times 2.90$  m, teak decks, sleeps 8 in 4 cabins,  $2 \times MTU$  1950 hp diesels with no more than 475 engine hours. Offered in 'as new' condition due to the care of the captain, absolutely private use only.

BROKER Arjen Hoeksma | Loosdrecht | +31 35 5829030 | ahoeksma@devalk.nl



#### BROKERAGE | CHARTER | BERTHS | FINANCE | INSURANCE | YACHT MANAGEMENT



Aluminium, built in 2001 by Mulder Shipyard (NL), designed by Guido de Groot, dim.:  $27.10 \times 6.50 \times 1.80$  m, 7 berths in 4 cabins + 3 crew, Kabola heating and airco in each cabin,  $2 \times 1.80$  Caterpillar 1400 hp diesels,  $2 \times 1.80$  Caterpillar 14

BROKER Erwin van den Braak | Loosdrecht | +31 35 5829030 | evdbraak@devalk.nl



Built in 2002, dim.:  $22.20 \times 6 \times 3.15$  m. Only two of these fantastic blue water cruisers were ever built. Pulsar II was completed in 2002 for a very experienced yachtsman, and remains in mint condition.

BROKER Leonard Bonnema | Amsterdam | +31 35 5829014 | Ibonnema@devalk.nl



Aluminium, built 2004 by K&M, dim.:  $20.04 \times 4.55 \times 2.80$  m. The Lady Ann is a beautiful classic-lined but also comfortable yacht provided with all the necessary equipment. 3 cabins, 8 berths,  $1 \times 160$  hp Steyr engine. She is lying in Hindeloopen and ready to go anywhere you like!

BROKER Henk Sijbranda | Hindeloopen | +31 514 524000 | hsijbranda@devalk.nl



Aluminium, built 2001 by Jachtwerf Kesteloo, dim.:  $22.40 \times 5.60 \times 2.55$  m, teak decks, 8 berths, 4 cabins, Deutz 230 hp diesel, full hydraulic operated rigging. Bespoke long distance cruiser, very sturdy built.

BROKER Marc Weijenberg | Sint Annaland | +31 166 601000 | mweijenberg@devalk.nl



Steel, 1993, dim.:  $22.40 \times 5.40 \times 2.75$  m, 3 cabins, 6 berths, Mercedes 300 hp diesel, heating, new sails 2014, bow thruster, 2x generator, complete refit during 2011-2014.

BROKER Ger Bayens | Sint Annaland | +31 166 601000 | gbayens@devalk.nl



Aluminium, built 2005 by Aluboot, dim.:  $25.50 \times 5.90 \times 2.00/4.00$  m, 3 cabins, 8 berths (owners + 4 guests + crew),  $1 \times 335$  hp Man-Nanni. This elegant 84 sloop easily achieves twelve knots of cruising speed, thanks in part to her carbon rig and new sails. Twin rudders, hydraulic lift keel.

BROKER Henk Sijbranda | Hindeloopen | +31 514 524000 | hsijbranda@devalk.nl





#### Dear guests,

Gaspard Yachts is the expert on the French Riviera for Yacht Sales, Charters and Management. Our team will be pleased to assist you in your choice of the perfect yacht and itinerary for your next charter or to advise you and protect you through the Purchase/Sale of any type of yacht. We have offices on both ports of Cannes and we offer an exclusive selection of luxury yachts, ranging from 20 meters to 134 meters to buy or to charter anywhere around the world. Gaspard Yachts is a reference in the yachting industry and a guarantee for successful charters and safe sales...



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You: outgoing, fun-loving, free-spirited soul with GSOH interested in world travel, sunset moments, shared experiences and living life to the full. Me: slender, curvaceous, active and attractive, recently divorced and seeking long-term partner for intimate pleasures and overseas adventures. My vitals: 60/4.5/12 (metres). Five years old but look younger thanks to recent facelift. Low maintenance, reliable. Currently based Virgin Islands but will relocate for the right one...

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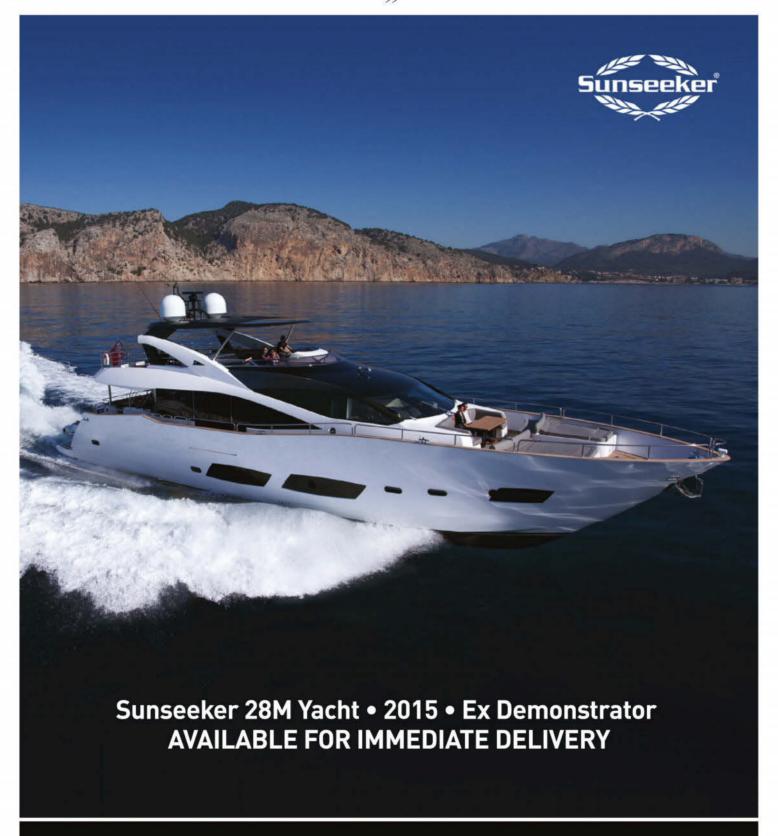




NEW SAILS / 8 GUESTS IN 4 CABINS - 2 CREW IN 1 CABIN / ASKING: 3.500.000 € VAT NOT PAID



ROYAL HUISMAN / HENRY SCHEEL DESIGN / LOA 25.65M / DRAFT 2.4M / BUILT 1989 REBUILD 2006 AT ROYAL HUISMAN ALUMINIUM HULL / 4/5 GUESTS IN 2 CABINS - 3 CREW IN 2 CABINS / AS NEW CONDITION / ASKING: 1.750.000 € VAT PAID



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Contact: Christopher Head • christopherhead@sunseekerlondon.com +44 2073 550 980 • +44 7774 729 652

## S A L E S CHARTER



# MANAGEMENT CONSTRUCTION

THE WORLD OF YACHTING



Builder: AZIMUT An avant-ga

Length: 35,50 m

Length: 33,30 m

Year of built: 2009

Price: 4,850,000 €

VAT not paid

An avant-garde and seductive profile

by Righini.

Excellent use of space throughout with

contemporary interior design.

Vast and versatile deck areas for use

in the sun or shade.

Low engine hours and splendidly

maintained in all areas.

Unique Gentleman's yacht.
One of a kind luxurious
floating boutique hotel.
Beautiful triple planked
mahogany hull.

Commercial & RINA classed

Builder: Chantier de l'Esterel

Length: 32,00m

Year/Refit: 1963/2012

Price: 4,950,000 €

VAT not paid





Builder: PERMARE Length: 28,00 m

Year of built: 2012

Unbeatable space and luxury

in this size range.

The epitomy of a state of the art

pocket superyacht.

Price: 3,500,000 €

Top of the range technology throughout. Immaculate condition with exemplary

VAT paid

maintenance.

Rare and sought after Ferretti model Perfectly crew-maintained with only one owner. MCA classification under 24m Great finishing, layout and overall space **Builder: FERRETTI** 

Length: 25,76 m

Year of built: 2008

Price: 2,490,000 €

VAT not paid



THE WORLD OF YACHTING

Port de Nice - Quai Amiral Infernet - 06300 NICE Tel.: +33 (0)4 92 00 42 40 - Fax: +33 (0)4 92 00 43 71

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Atalanta Golden Yachts is proud to present the 72 meter O'PARI<sup>3</sup>, one of the largest luxury motor yachts built to date by Golden Yachts. O'PARI<sup>3</sup> will feature nine elegant staterooms including three master suites, a touch and go helipad, α fabulous beach club with spa and α fully equipped gym. Exterior and interior design by Giorgio and Stefano Vafiadis. To be launched in April 2015.

For further information and charter requests contact Atalanta Golden Yachts.

### **CHARTERING | MANAGEMENT | SALES**

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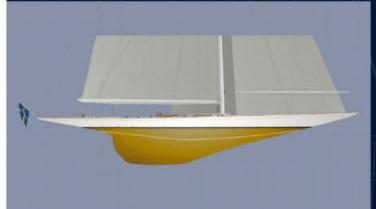
### www.atalantagoldenyachts.com







## HOEK BROKERAGE





The J Class Svea, under construction at Classen Shipyards and optimized by Hoek Design is for sale through Hoek Brokerage as CA. Various interior and deck layout options are possible. She can be completed in time for the 2017 Americas Cup J Class Regatta.

For more information please contact Andre Hoek: andre@hoekdesign.com or +31 299 372 853



The J Class Rainbow built by Holland Jachtbouw features a hybrid propulsion system and a luxurious Art Deco interior. She is a spectacular reproduction of an original J, with all the comfort and modern technology.



180 ft. Hoek Design Ketch Marie will be in the Med. this summer.

This gracious yacht, built by Vitters in 2010, is for sale
and inspection visits are welcome by appointment



TC 108 Hoek Design Ketch Jazz jr. will be cruising the Turkish waters and eastern Med. this summer. The yacht maintains to be popular for charter and is seriously for sale.



TC 90 #4 Hoek Design, Aluminium hull with ballasted keel, rudder and bearings, chainplates, integral tanks, etc..

For more information please contact Mr. Pieter van der Weide M: +31 (0) 299 315 506 www.hoekbrokerage.com

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€4,250,000 + VAT West Mediterranean

Rocketship of scale and of recent hatch in 2011. Also comes with epic crew accommodation, a saloon you could get lost in and great quarters for cheque writer and 4 guests. The point of this yacht is not the sweeping teak decks, huge entertaining cockpit or massive dinghy garage - it is, put simply, that she is ferociously quick. This season sees new cloth, full rig overhaul, new electronic widgets and more.





















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MULDER 94 VOYAGER - 94FT - 28.65M



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169' (52m) BEAUPORT | DAVEY SHIPYARD | Owners Deck: Ice Strengthened; 29' (8.83m) Tender + Lots of toys; Heli deck. Steel;



90' (27,4m) Rossa | ABD | 1996 REFIT 2014 Rare huge Master behind bridge with private deck, 2x guest on main deck. Everything completely updated, Asking \$4,995,000



100' (30.5m) Bravo | Stephens | McMullen & Wing 1997 extension with garage/beach & complete new build from bare hull. Current interior & equipment. Lying Ft. Lauderdale, FL \$1,495,000



120' (36.5m) FAR FAR AWAY | INACE | 2012 | ABS & MCA classed Master + 4 Guest S/R, 6000 NM range. \$13,950,000



100' (30.5m) ALL OCEAN | LUIZ DE BASTO DESIGN | 2017 Master on main deck, 4000+ NM range, Steel or GRP \$9,150,000



Quantum Maglift Zero speed stabilizers, 2x Cat engines, Custom interior ABS/MCA, Excellent condition. Asking \$6,195,000



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80' (24.4m) Lora | Northern Marine | 2002 / 2011 Highly motivated Seller, will finance or accept trades! \$2,450,000



75' (22.8m) SAFIRA | INACE EXPLORER | 2008 True long range explorer, twin engines. Asking \$2,795,000





### PRICE REDUCTION! - NOW ONLY EUR 2,450,000!

With her general refit in 2014 and a new RINA certificate, the beautiful 27m displacement yacht BLUE FLORENTIN is a great deal. Her steel-aluminum construction makes for very stable cruising and at a speed of 10-12 knots she only consumes100 liters p/hour, giving her a range of 2500nm. Part-exchange offers are welcome. Additionally a berth (with garage) in Portosole/Sanremo is available to rent or buy.

Asking: 2,450,000 EUR (VAT Paid). Central Agent.



#### OCEA X47 PROJECT - NEW CENTRAL AGENCY

Exciting new 47m aluminium semi-displacement project! This true blue water yacht will be built by OCEA, the French shipyard specializing in aluminium construction. The X47 can be fully customised according to the buyer's requirements. Max speed 17kts and 4000nm range @11kts. Bureau Veritas class and MCA compliant.

Asking: 23,500,000 EUR. Central Agent.

GENEVA | LONDON | MALTA | MONACO | MUMBAI | PALMA DE MALLORCA | SINGAPORE | USTER |

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This beautiful, 32m gentleman's motor yacht was launched by Benetti in 1973 and is commercially registered. She was mostly rebuilt as new in 2000 and sleeps 11 guests. Asking: 2,200,000 EUR (VAT Paid). Central Agent.



#### LADY MARIA

This Custom Line 112 from 2007 is in excellent condition. Zero speed stabilisers. Accommodates 12 guests in 5 staterooms. Keenly for sale.

Asking: 4,500,000 EUR. Central Agent.



#### **VOYAGER**

61.3m expedition yacht, built by Astilleros in 1973 with a major refit in 2015. A yacht capable of extended cruising from tropical waters to Alaskan winters in comfort and style. Asking: 6,250,000 EUR. Central Agent.



#### **ORION**

Built in 2009 ORION is the 3rd Sanlorenzo hull of the SL 40 ALLOY series. Never chartered, ORION is in impeccable condition. Sleeps 10 guests.

Asking: 10,900,000 EUR. Central Agent.



#### BERZINC - PRICE REDUCTION

Stripped back to bare metal and internally gutted, this 44.7m Astilleros de Mallorca was comprehensively rebuilt from 2004-07. Sleeps 12 guests. Priced to sell.

Asking: 3,800,000 EUR. Central Agent for sale and charter.



#### **ARIA**

Built in Italy, this 2009 C Boat 27 Classic is a 27m full displacement motor yacht. Her elegant exterior merges seamlessly with a contemporary but warm interior. Spacious flybridge with jacuzzi and sunpads. Sleeps 10 guests. RINA classified and Malta commercially registered. Asking: 3,300,000 EUR. Central Agent.

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### **SUPERFUN**

This full displacement 40m classic motor yacht offers a 4 deck layout, accommodating 10 guests in superb comfort. Built by Rossato in 1993 and since then has undergone several refits to maintain her high standards and to create added comfort for her guests.

Asking: 4,950,000 EUR. Central Agent.



Immaculate and award-winning 29m Jongert (ex AMEENA). Wonderful cockpit and a tender storage that could be converted into a Jacuzzi. Recent upgrades include new sails and tender. Accommodation for up to 6/7 guests in 3 cabins. Accommodation for up to 6/7 guests in 3 cabins. Asking: 4,400,000 EUR (VAT Paid). Central Agent



#### **COLUMUS 40S HYBRID**

The most innovative 40m on the market! Hybrid propulsion results in high performance but low fuel consumption. 22kts max or cruise at 8kts on electric only. Winner of two Showboats Design awards in 2014 for interior and holistic design. Contemporary, light interior by Hot Lab. Asking: 15,500,000 EUR. Joint Central Agents.



Stunning and cherished Swan 100 RS from 2007. Design and engineering are the work of German Frers, while the interior has been designed by Cristiana Serre. With new sails and new paint job, RUSALKA is simply ready to go!

Asking: 5,450,000 EUR. (VAT Paid). Joint Central Agents.



#### DAYDREAM

This 43m Christensen has been expertly cared for and regularly updated and improved, with the latest major refit in 2012 resulting in a very well preserved motor yacht with huge charter appeal. Accommodation for up to 10 guests in 5 cabins.

Asking: 4,900,000 EUR. Central Agent for sale and charter.



Timeless 39.1m Heesen underwent 2.3m EUR refit under the expert eye of Frank Mulder and his team. New paint, teak and a overhaul of all the major systems.

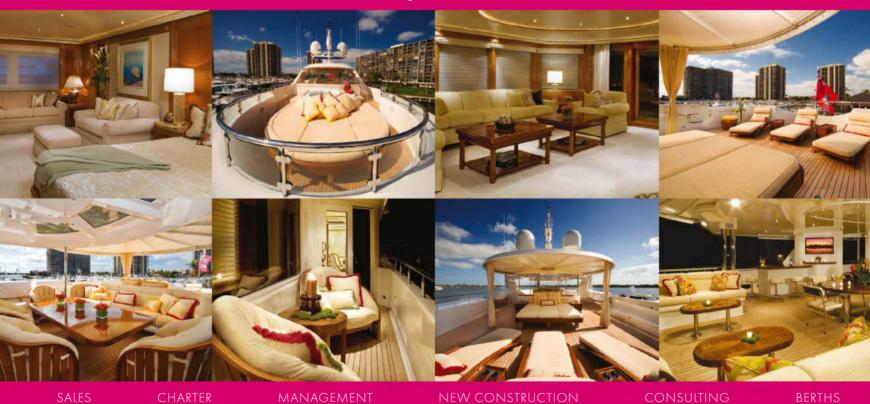
Asking: 8,850,000 EUR (VAT Paid). Central Agent.







50m / 164'0" Westport launched in 2010. 12 guests ins 6 staterooms. An elegant and comfortable motor yacht perfect for family cruising. Asking: 29,995,000 USD



ZÜRICH | ALBOURNE | ATHENS | AUCKLAND | DUBAI | DÜSSELDORF | FORT LAUDERDALE | FRENCH RIVIERA |
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